CITY OF LAWNDALE

14717 Burin Avenue, Lawndale, California 90260
Phone (310) 973-3200 – www.lawndalecity.org

AGENDA
LAWNDALE CITY COUNCIL REGULAR MEETING
Monday, September 20, 2021 - 6:30 p.m.
Lawndale City Hall Council Chamber
14717 Burin Avenue

Any person who wishes to address the City Council regarding any item listed on this agenda or any other matter that is within its subject matter jurisdiction is invited, but not required, to fill out a Public Meeting Speaker Card and submit it to the City Clerk prior to the oral communications portion of the meeting. The purpose of the card is to ensure that speakers' names are correctly recorded in the meeting minutes and, where appropriate, to provide contact information for later staff follow-up. You are still eligible to submit comment via the Temporary eComment Policy for Public Meetings, the comments will be read verbatim into the record.

How to observe the Meeting:
To maximize public safety while still maintaining transparency and public access, members of the public can now observe the meeting in person, with limited capacity, while strictly adhering to the **City Facilities Entry Protocols**. Members of the public are still be able to view the meeting on YouTube "Lawndale CityTV", the City Website, or Lawndale Community Cable Television on Spectrum & Frontier Channel 3.

Copies of this Agenda may be obtained prior to the meeting in the Lawndale City Hall foyer. Copies of this Agenda packet may be obtained prior to the meeting outside of the Lawndale City Hall foyer or on the **City Website**. Interested parties may contact the City Clerk Department at (310) 973-3213 for clarification regarding individual agenda items.

This Agenda is subject to revision up to 72 hours before the meeting.

A. CALL TO ORDER AND ROLL CALL

B. CEREMONIALS (Flag Salute and Inspiration)

C. PUBLIC SAFETY REPORT

D. ORAL COMMUNICATIONS - ITEMS NOT ON THE AGENDA (Public Comments)

E. COMMENTS FROM COUNCIL

***F.* CONSENT CALENDAR**

Items 1 through 3, will be considered and acted upon under one motion unless a City Councilmember removes individual items for further City Council consideration or explanation.

1. Beautification Committee Appointment
Recommendation: that the City Council (a) approve the Mayor's appointment by directing staff to insert the appointee's names in Section 1 of Resolution No. CC-2109-039; and (b) the City Council adopt the Resolution as amended.

2. Accounts Payable Register
Recommendation: that the City Council adopt Resolution No. CC-2109-038, authorizing the payment of certain claims and demands in the amount of $266,618.60.

3. Minutes of the Lawndale City Council Regular Meeting – September 7, 2021
Recommendation: that the City Council approve.

G. ADMINISTRATION

4. Award of Contract for 2021 Pavement Management System to Bucknam Infrastructure Group, Inc. for a Total Not-to-Exceed Amount of $78,996
Recommendation: that the City Council (a) accept a proposal dated August 24, 2021 from Bucknam Infrastructure Group, Inc. for the preparation of the 2021 Pavement Management System; (b) award the contract to Bucknam Infrastructure Group, Inc. in the amount of $63,372 for the 2021 Pavement Management System; (c) approve the additional work for 2021 Pavement Management System to Bucknam Infrastructure Group, Inc. in the amount of $15,624; and (d) reject all other proposals received.

5. City Council Subcommittee and Standing Committee Additions
Recommendation: that the City Council review the proposed subcommittee & standing committee and direct staff on their appointment of members.

H. CITY MANAGER'S REPORT

I. ITEMS FROM CITY COUNCILMEMBERS

6. Mayor/City Councilmembers Report of Attendance at Meetings and/or Events

J. ADJOURNMENT

The next regularly scheduled meeting of the City Council will be held at 6:30 p.m. on Monday, October 4, 2021 in the Lawndale City Hall council chamber, 14717 Burin Avenue, Lawndale, California.

It is the intention of the City of Lawndale to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, we will attempt to accommodate you in every reasonable manner. Please contact the City Clerk Department (310) 973-3213 prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

I hereby certify under penalty of perjury under the laws of the State of California that the Agenda for the regular meeting of the City Council to be held on September 20, 2021 was posted not less than 72 hours prior to the meeting.

_____
Matthew Ceballos, Assistant City Clerk

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CITY OF LAWNDALE

14717 BURIN AVENUE, LAWNDALE, CALIFORNIA 90260
PHONE (310) 973-3200, FAX (310) 644-4556
www.lawndalecity.org

September 20, 2021

TO: Honorable City Council

FROM: Mayor Robert Pullen-Miles
Kevin M. Chun, City Manager

PREPARED BY: Matthew Ceballos, Assistant City Clerk

SUBJECT: **Beautification Committee Appointment to Fill a Vacancy**

BACKGROUND

On March 1, 2021, City Council adopted Resolution No. CC-2103-010 appointing four (4) members to serve on the Beautification Committee for a term beginning March 1, 2021 and ending February 28, 2023.

The Beautification Committee has had vacancies for 2 unexpired terms since the new terms began on March 1, 2021.

STAFF REVIEW

To be appointed to the Beautification Committee, a person must submit a written application, must be at least 18 years of age, and must reside in the City for at least 30 consecutive days before submitting the application. Pursuant to California Government Code Section 40605, the Mayor appoints new members with the approval of the City Council.

Since the vacancy, the City received one (1) application for appointment to the Committee.

The following applicants have been reviewed by Mayor Pullen-Miles and have been selected for appointment:

Kassandra Ferrer

In anticipation that the Mayor would make appointment and that the City Council would approve the appointment, staff has prepared Resolution No. CC-2109-039 for your consideration.

The appointment terms will begin immediately upon adoption and expire on February 28, 2023.

LEGAL REVIEW

The City Attorney's office has reviewed Resolution No. CC-2109-039 and has approved it as to form.

FUNDING

None.

RECOMMENDATION

Staff recommends that: (a) the City Council approve the Mayor's appointment by directing staff to insert the appointee's names in Section 1 and 2 of Resolution No. CC-2109-039; and (b) the City Council adopt the resolution as amended.

Attachments: Resolution No. CC-2109-039
Application for Appointment to the Beautification Committee

RESOLUTION NO. CC-2109-039

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAWNDALE, CALIFORNIA, CONFIRMING APPOINTMENTS TO THE BEAUTIFICATION COMMITTEE

WHEREAS, the City Council established, by Resolution No. CC-0103-26, the 7-member Beautification Committee ("Committee") of the City of Lawndale; and

WHEREAS, with the adoption of Resolution No. CC-2103-010 the City Council appointed the current four Committee members to a term that ends on February 28, 2023; and

WHEREAS, all committee members are appointed by the Mayor, with the approval of the City Council, for a term commencing on March 1 of each odd numbered year and terminating on February 28 of the succeeding odd numbered year; and

WHEREAS, the City Council desires to fill the two vacancies; and

WHEREAS, eligible residents have submitted applications for appointment to the Committee; and

WHEREAS, the Mayor and City Council have reviewed the application; and

WHEREAS, the Mayor has appointed one (1) of the applicants on the Committee and the City Council wishes to ratify the appointments.

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

SECTION 1. The City Council approves the Mayor's appointment of _____, to the Beautification Committee.

SECTION 2. The member of the Committee shall serve a term of office to commence on immediately and expire on February 28, 2023, unless earlier removed.

SECTION 3. Pursuant to Council Policy No. 93-09, a newly appointed committee member must submit to a background check upon appointment.

SECTION 4. Members of the Beautification Committee shall serve without compensation, unless the City Council, by resolution or otherwise, provides, but may receive reimbursement for necessary travel and other expenses incurred in the performance of an official duty, when such expenditures are first authorized by the City Council.

PASSED, APPROVED AND ADOPTED this 20th day of September, 2021.

_____
Robert Pullen-Miles, Mayor

ATTEST:

State of California)
County of Los Angeles) SS
City of Lawndale)

I, Erica Harbison, City Clerk of the City of Lawndale, California, do hereby certify that the City Council of the City of Lawndale duly approved and adopted the foregoing Resolution No. CC-2109-039 at a regular meeting of said Council held on the 20th day of September, 2021, by the following roll call vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Robert Pullen-Miles, Mayor					
Pat Kearney, Mayor Pro Tem					
Bernadette Suarez					
Rhonda Hofmann Gorman					
Sirley Cuevas					

_____
Erica Harbison, City Clerk

APPROVED AS TO FORM:

_____
Gregory M. Murphy, City Attorney

Respondent

9 | Anonymous

13:08
Time to complete

1. Applying for Appointment to (check all boxes that apply, you can select more than one): *

- [x] Planning Commission
- [ ] Parks, Recreation & Social Services Commission
- [x] Beautification Committee
- [ ] Senior Citizen Advisory Committee
- [ ] Media and Technology Advisory Committee
- [ ] Personnel Board

2. Name *

Kassandra Ferrer

3. Phone Number *

[redacted]

4. Home Address, City, & Zip Code *

[redacted] Lawndale, CA 90260

5. Email *

[redacted]

6. Years Lived in Lawndale *

1

7. Employer Information

Employer Name and Contact Info (Address and Phone number)

8. Educational Background/Degrees, Licenses or Special Certificates Held

Bachelor of Science in Urban & Regional Planning (focus: Urban Design)

9. List any other committees/commissions or organizations (professional, technical, community, services) on which you have served/belonged, and the year(s) of service:

10. State why you wish to serve and why you believe you are qualified for the position (attach optional additional documents such as a resume or bio).

I would like to serve for this community because I am currently living in this city and would like to be an active resident. Also, I recently graduated from Cal Poly Pomona's Urban & Regional Planning program, and I would like to utilize my skills for my community.

11. Optional additional information (biography, resume, experience, etc.)

Resume: https://kassandraferrer.com/portfolio (resume at the bottom of portfolio page)
Portfolio: https://kassandraferrer.com/portfolio Writing Sample:
https://scholarworks.calstate.edu/concern/theses/b2774161s?locale=en

12. References (include name and phone number)

Signature

13. I understand, acknowledge, and agree that my digital submission of this application serves to certify that this application is complete and true in all respects and understand that any falsification or omission may be cause for disqualification. I understand and agree to the following:

a) that I am disqualified from appointment to any advisory body if I am a relative of a councilmember, a city employee or a person appointed to the same advisory body to which I am applying;

b) that I have not served as a Councilmember in less than a year (Planning and Parks only);

c) that any or all information on this form may be verified;

d) that this document is a public record subject to disclosure under the Public Records Act; and

e) that, if I am appointed, I will be required to submit to a background check by the City.

The City of Lawndale advises the public, employees and job applicants that it does not discriminate on the basis of race, color, religion, national origin, sex, age or handicap status in providing its services, programs, benefits and employment. *

By checking this box you affirm the statement above.

14. Full Name (Signature) *

Kassandra Ferrer

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RESOLUTION NO. CC-2109-038

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAWNDALE, CALIFORNIA AUTHORIZING CERTAIN CLAIMS AND DEMANDS IN THE SUM OF $266,618.60

THE CITY COUNCIL OF THE CITY OF LAWNDALE, CALIFORNIA, DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That in accordance with Sections 37202 and 37209 of the Government Code, the City Manager, as certified below, hereby attests to the accuracy of these demands and to the availability of funds for the payment thereof.

SECTION 2. That the following claims and demands have been audited as required by law, and that appropriations for these claims and demands are included in the annual budget as approved by the City Council.

SECTION 3. That the claims and demands paid by check numbers 201685 through 201745 for the aggregate total of $266,618.60 are hereby authorized.

Effective Date: September 20, 2021

Certified by:

Kevin Chun, City Manager

PASSED, APPROVED AND ADOPTED this 20th day of September, 2021.

Robert Pullen-Miles, Mayor

ATTEST:

State of California)
County of Los Angeles) SS
City of Lawndale)

I, Erica Harbison, City Clerk of the City of Lawndale, California, do hereby certify that the City Council of the City of Lawndale duly approved and adopted the foregoing Resolution No. CC-2109-038 at a regular meeting of said Council held on the 20th day of September, 2021, by the following roll call vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Robert Pullen-Miles, Mayor					
Pat Kearney, Mayor Pro Tem					
Rhonda Hofmann Gorman					
Sirley Cuevas					
Bernadette Suarez					

_____

Erica Harbison, City Clerk

City of Lawndale
Summary of Audited Claims and Demands

Claims and Demands Paid By Check:

	Check Number		
Check Date	Beginning	Ending	Aggregate Total
9/2/2021	201685	201708	177,043.49
9/9/2021	201709	201745	89,575.11
Total Checks			**266,618.60**

Claims and Demands Paid By Electronic ACH Transfer:

Date	Name of Payee	Description	Amount
	Total ACH Payments		**0.00**

Total Audited Claims and Demands Paid	**266,618.60**

Check Register Report

Date: 09/02/2021
Time: 10:27 am
Page: 1

City of Lawndale

BANK: WELLS FARGO BANK N.A

Check Number	Check Date	Status	Void/Stop Date	Vendor Number	Vendor Name	Check Description	Amount
WELLS FARGO BANK N.A Checks							
201685	09/02/2021	Printed		7816	AMERICAN BREAST CANCER SUPPORT	DONATION FROM MAYOR PRO TEM	100.00
201686	09/02/2021	Printed		2207	ASAP SIGN & BANNER	LAWNDALE BLUE FESTIVAL BANNERS	90.00
201687	09/02/2021	Printed		1056	AT&T GLOBAL SERVICES, INC.	TELEPHONE SYSTEM MAINTENANCE	865.67
201688	09/02/2021	Printed		7766	BURKE, WILLIAMS &	LEGAL SERVICES - JULY 2021	41,062.65
201689	09/02/2021	Printed		0182	CITY OF LAWNDALE PETTY CASH	PETTY CASH REIMBURSEMENT	134.64
201690	09/02/2021	Printed		7564	COLANTUONO, HIGHSMITH, &	LEGAL SERVICES - PERSONNEL	9,031.07
201691	09/02/2021	Printed		7595	DBX, INC.	TRAFFIC SIGNAL INSTALLATION/MO	45,824.19
201692	09/02/2021	Printed		0218	DEPARTMENT OF JUSTICE	FINGERPRINTING APPS(3)-JULY-21	96.00
201693	09/02/2021	Printed		7438	DEPARTMENT OF PUBLIC HEALTH	WADING POOL LICENSING RENEWAL	274.00
201694	09/02/2021	Printed		7318	MICHAEL A GROSSMAN	LAWNDALE BLUES FESTIVAL 2021	800.00
201695	09/02/2021	Printed		7802	HUDSON AUDIO WORKS	SOUND SYSTEM/EQUIPMENT - LAWND	3,150.00
201696	09/02/2021	Printed		6428	MINUTEMAN PRESS OF GARDENA	2021-2022 BUDGET BOOKS	800.53
201697	09/02/2021	Printed		5560	MITSUBISHI ELECTRIC US, INC	ELEVATOR MAINTENANCE SERVICES	616.46
201698	09/02/2021	Printed		5914	NATIONAL AUTO FLEET GROUP	2021 Ford Escape SE Hybrid	58,317.74
201699	09/02/2021	Printed		0411	ROBERT PULLEN-MILES	MILEAGE ADVANCE FOR MAYOR	151.20
201700	09/02/2021	Printed		6453	RAY CONSULTING GROUP	REFUND FOR OVERPAYMENT	50.00
201701	09/02/2021	Printed		0439	SOUTHERN CALIFORNIA EDISON CO.	UTILITIES ELECTRICITY	9.36
201702	09/02/2021	Printed		0444	SPCA LA	ANIMAL SHELTERING SERVICES	6,265.00
201703	09/02/2021	Printed		4142	TIME WARNER CABLE	INTERNET SERVICES	1,938.41
201704	09/02/2021	Printed		3672-ASD	U.S. BANK	CREDIT CARD PAYMENT	1,005.09
201705	09/02/2021	Printed		3672-CSD	U.S. BANK	CREDIT CARD PAYMENT	5,502.88
201706	09/02/2021	Printed		3672-FIN	U.S. BANK	CREDIT CARD PAYMENT	42.58
201707	09/02/2021	Printed		7768	UNITED SITE SERVICES	PORTABLE RESTROOM RENTAL	116.02
201708	09/02/2021	Printed		7814	GREGG WRIGHT	2021 LAWNDALE BLUES FESTIVAL	800.00
			Total Checks: 24			**Checks Total (excluding void checks):**	**177,043.49**
			Total Payments: 24			**Bank Total (excluding void checks):**	**177,043.49**
			Total Payments: 24			**Grand Total (excluding void checks):**	**177,043.49**

Check Register Report

Date: 09/09/2021
Time: 9:30 am
Page: 1

City of Lawndale

BANK: WELLS FARGO BANK N.A

Check Number	Check Date	Status	Void/Stop Date	Vendor Number	Vendor Name	Check Description	Amount
WELLS FARGO BANK N.A Checks							
201709	09/09/2021	Printed		1541	ALESHIRE & WYNDER, LLP	LEGAL SERVICES - JULY 2021	10,153.93
201710	09/09/2021	Printed		4185-WEST	AMERICAN STRUCTURAL PEST	MONTHLY PEST CONTROL SERVICES	125.00
201711	09/09/2021	Printed		7470	ARAMARK REFRESHMENT SVCS LLC	COFFEE FOR PWD	41.79
201712	09/09/2021	Printed		2207	ASAP SIGN & BANNER	CITY OF LAWNDALE FLAG	1,274.74
201713	09/09/2021	Printed		0115	AT & T	LONG DISTANCE SERVICES	15.55
201714	09/09/2021	Printed		6608	BELLAGIO CAR WASH	CAR WASH - JULY 2021	70.00
201715	09/09/2021	Printed		7785	BERICOM DESIGN	NETWORK MAINTENANCE & SUPPORT	11,900.00
201716	09/09/2021	Printed		7520	BEST LUBE & TUNE PLUS	OIL CHANGE FOR PWD VEHICLE#501	70.19
201717	09/09/2021	Printed		0163	CAPITAL OF SOUTH BAY INC.	ELECTRICAL BREAKER LUGS FOR	132.30
201718	09/09/2021	Printed		0219	COUNTY OF LA DEPT OF PUBLIC WK	NEW SIGNAL INSTALL SUPPORT	12,218.77
201719	09/09/2021	Printed		0220	DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MAINTENANCE	1,258.41
201720	09/09/2021	Printed		0217	DEPT OF ANIMAL CARE & CONTROL	ANINAL CONTROL SERVICES -	164.39
201721	09/09/2021	Printed		7820	DIVERSIFIED COMMUNICATIONS SVC	PLAN CHECK DEPOSIT REFUND	4,079.90
201722	09/09/2021	Printed		7809	DUNCAN'S SOO BAHK DO LLC	INSTRUCTOR FEE-LITTLE DRAGONS	1,130.63
201723	09/09/2021	Printed		6636	FRONTIER COMMUNICATIONS	PHONE CHARGES	121.30
201724	09/09/2021	Printed		7791	GOVERNMENTAL FINANCIAL SVCS	AUGUST 2021 SERVICES	12,320.00
201725	09/09/2021	Printed		6231	GREENLAND SUPPLY INC.	IRRIGATION PARTS	91.10
201726	09/09/2021	Printed		7815	DAVID KEARNEY	LAWNDALE BLUES FESTIVAL 2021	1,250.00
201727	09/09/2021	Printed		7819	LYNN LORD	RESIDENTIAL PROPERTY REPORT	240.00
201728	09/09/2021	Printed		6134	JOHN MARTINEZ	PLANNING COMMISSION STIPEND	50.00
201729	09/09/2021	Printed		7227	OCCUPATIONAL HEALTH CENTERS	PREEMPLOY PHYSICAL/DRUG SCREEN	110.00
201730	09/09/2021	Printed		0367	OFFICE DEPOT	OFFICE SUPPLIES	232.32
201731	09/09/2021	Printed		1140	PACIFIC TIRE SERVICE	NEW TIRE FOR PWD VEHICLE #504	175.00
201732	09/09/2021	Printed		7764	NI KAL S. PRICE	PLANNING COMMISSION STIPEND	50.00
201733	09/09/2021	Printed		6123	PRUDENTIAL OVERALL SUPPLY	WEEKLY CHARGES FOR COVERALLS	125.24
201734	09/09/2021	Printed		7319	SHARI PUORTO	LAWNDALE BLUES FESTIVAL 2021	1,200.00
201735	09/09/2021	Printed		5895	RICOH USA INC	LEASE CHARGES FOR COPIERS -	1,667.51
201736	09/09/2021	Printed		2051	MADONNA SITKA	PLANNING COMMISSION STIPEND	50.00
201737	09/09/2021	Printed		4533	SOUTH BAY LANDSCAPING INC	LANDSCAPING MAINTENANCE SVCS.	19,475.00
201738	09/09/2021	Printed		0440	SOUTHERN CALIFORNIA GAS CO.	UTILITY GAS CHARGES	821.23
201739	09/09/2021	Printed		7821	TRENCH SHORING COMPANY	STREET COLD PATCH	850.00
201740	09/09/2021	Printed		3672-FLEET	U.S. BANK VOYAGER FLEET SYS	CREDIT CARD PAYMENT - FUEL	3,027.13
201741	09/09/2021	Printed		3672-CMD	U.S. BANK	CREDIT CARD PAYMENT	1,848.33
201742	09/09/2021	Printed		3672-MSD	U.S. BANK	CREDIT CARD PAYMENT	498.01
201743	09/09/2021	Printed		4526	URBAN RESTORATION GROUP	GRAFFITI REMOVAL SUPPLIES	563.78
201744	09/09/2021	Printed		0480	VISTA PAINT	GRAFFITI SUPPLIES	462.56
201745	09/09/2021	Printed		7409	WILLDAN FINANCIAL SERVICES	DEVELOPMENT IMPACT FEE STUDY	1,711.00
			Total Checks: 37			**Checks Total (excluding void checks):**	**89,575.11**
			Total Payments: 37			**Bank Total (excluding void checks):**	**89,575.11**
			Total Payments: 37			**Grand Total (excluding void checks):**	**89,575.11**

MINUTES OF THE
LAWNDALE CITY COUNCIL REGULAR MEETING
September 7, 2021

A. CALL TO ORDER AND ROLL CALL

Mayor Pullen-Miles called the meeting to order at 6:30 p.m. in the City Hall council chamber, 14717 Burin Avenue, Lawndale, California.

Councilmembers Present: Mayor Robert Pullen-Miles, Mayor Pro Tem Pat Kearney, Councilmember Bernadette Suarez, Councilmember Rhonda Hofmann Gorman

Councilmembers Absent: Councilmember Sirley Cuevas

Other Participants: City Manager Kevin M. Chun, Assistant City Attorney Christina M. Burrows, Los Angeles County Sheriff's Department Captain Duane Allen, Community Services Director Mike Estes, Assistant to the City Manager/Human Resources Director Raylette Felton, Municipal Services Director Michael Reyes, Community Development Director Sean Moore, Assistant City Clerk Matthew Ceballos, Public Works Director Julian Lee

B. CEREMONIALS

Mayor Pro Tem Pat Kearney led the flag salute and Doris Hofmann, First Lady Emeritus of Lawndale, provided the inspiration.

C. PRESENTATION

1. Water Shortage Contingency and Staged Mandatory Water Conservation & Rationing (Presented by Katherine Nutting, Golden State Water Company)

Katherine Nutting, Golden State Water Company, provided a PowerPoint presentation on the Water Shortage Contingency and Staged Mandatory Water Conservation & Rationing.

D. PUBLIC SAFETY REPORT

Lieutenant Christopher Lio summarized the recent law enforcement activities.

E. ITEMS FROM CITY CLERK

City Clerk, Erica Harbison, announced the Gubernatorial Recall Election and a variety of opportunities and locations to cast ballots during the early voting period, September 4, 2021 to September 14, 2021, Election Day.

F. ORAL COMMUNICATIONS - ITEMS NOT ON THE AGENDA

Randal Abram, Resident, spoke about code enforcement and the administrative citation process, he expressed his concern over code enforcement working reactively.

Pam London, Resident, spoke about code enforcement working reactively and not proactively.

Sandy Falcon, Resident, spoke about second hand smoking as a health and safety issue and the City should have an Ordinance for non-smoking in multi-unit housing.

Irene Josephine Best, Resident, spoke about noise disturbance at night near her residence and the fence in Anderson Park broken.

G. COMMENTS FROM COUNCIL

The City Council responded generally to the comments.

H. CONSENT CALENDAR

2. Quarterly Investment Report for the Quarter Ended June 30, 2021
Recommendation: that the City Council receive and file.

3. Accounts Payable Register
Recommendation: that the City Council adopt Resolution No. CC-2109-037, authorizing the payment of certain claims and demands in the amount of $229,472.39.

4. Minutes of the Lawndale City Council Regular Meeting – August 16, 2021
Recommendation: that the City Council approve.

5. Minutes of the Lawndale City Council Special Meeting – September 1, 2021
Recommendation: that the City Council approve.

A motion by Mayor Pro Tem Kearney to approve the consent calendar was seconded by Councilmember Bernadette Suarez and carried by a vote of 4-0, Councilmember Cuevas being absent.

I. PUBLIC HEARING (CONT.)

6. Adoption of Development Impact Fees
Recommendation: that the City Council (a) determine the Development Impact Fee study is exempt from the Environmental Quality Act (CEQA), pursuant to Section (b)(3) of the CEQA Guidelines; and (b) approve and adopt Resolution CC-2108-035, the proposed Development Impact Fees as contained in Exhibit "A" of the Resolution.

Community Development Director Sean Moore provided a report on the Adoption of Development Impact Fees.

Mayor Pullen-Miles opened and closed the public hearing immediately at 7:08 p.m., there being no one to testify.

A motion by Councilmember Bernadette Suarez to adopt Resolution No. CC-2108-035 approving Development Impact Fees as contained in Exhibit "A" of the Resolution, was

seconded by Mayor Pro Tem Pat Kearney and carried by a vote of 4-0, Councilmember Cuevas being absent.

J. ADMINISTRATION

7. Memorandum of Understanding with the California Joint Powers Insurance Authority to Participate in their American with Disabilities Act Assistance Program

Recommendation: that the City Council authorize the City Manager to execute the Memorandum of Understanding with California Joint Powers Insurance Authority for the American with Disabilities Act Assistance Program, for an amount of $43,400.

Public Works Director Julian Lee provided a report on the Memorandum of Understanding with the California Joint Powers Insurance Authority to participate in their American with Disabilities Act Assistance Program.

Disability Access Consultant Tim Mahoney provided a PowerPoint presentation on the overview of the American with Disabilities Act Assistance Program and of a self-evaluation for the City.

Councilmember Suarez inquired if the input provides for bilingual outreach. Mr. Mahoney responded affirmatively that it can be programed in.

Mayor Pro Tem Pat Kearney inquired if the price for the software licensing will increase by $2,000 after the first year and if it's required to have. Mr. Mahoney responded there's no obligation to use the software.

Mayor Pro Tem Pat Kearney inquired if the cost will increase yearly. Mr. Mahoney responded it can be costly but the plans are long term.

A motion by Mayor Pro Tem Pat Kearney to authorize the City Manager to execute the Memorandum of Understanding with California Joint Powers Insurance Authority for the American with Disabilities Act Assistance Program, for an amount of $43,400, was seconded by Councilmember Rhonda Hofmann Gorman and carried by a vote of 4-0, Councilmember Cuevas being absent.

K. CITY MANAGER'S REPORT

City Manager Kevin Chun provided a reminder to the community about the Annual Blues Festival on Saturday, September 11th with food trucks and a vaccine clinic.

L. ITEMS FROM CITY COUNCILMEMBERS

8. Mayor/City Councilmembers Report of Attendance at Meetings and/or Events

Councilmember Suarez attended the South Bay Cities Council of Government Steering Committee meeting, where law enforcement issues were discussed.

Councilmember Hofmann Gorman attended a meeting with Metro and California Department of Transportation. Councilmember Hofmann Gorman added that Lawndale High School, Classes of 78'-83', are having their yearly reunion.

Mayor Pro Tem Kearney recommended everyone to wear "red, white, and blue" in honor of 9-11 event during the Blues Festival.

Mayor Pullen-Miles attended a meeting with Metro with and California Department of Transportation, he also attended the L.A. County Sanitation District meeting, and he also recommended everyone wear a mask at the Blues Festival as a precaution.

Community Services Director Mike Estes added the City will not provide seating to due social distancing and recommended all to bring their own chair.

M. CLOSED SESSION

At 7:30 p.m. the City Council entered into Closed Session.

9. Conference with Labor Negotiator

The City Council will conduct a closed session, pursuant to Government Code section 54957.6, with the City Manager Kevin M. Chun, the Assistant City Attorney Christina M. Burrows, and the City's negotiators, Assistant to the City Manager/Human Resources Director Raylette Felton and Special Counsel/Labor Attorney Katy Suttorp, regarding labor negotiations with Local 1895, Council 36, American Federation of State, County and Municipal Employees, AFL-CIO, representing the City's mid-management and classified employees.

At 8:37 p.m. the City Council entered back into Open Session.

Assistant City Attorney Christina M. Burrows reported that the City Council met in Closed Session to discuss the item listed on the Closed Session agenda. The City Council was updated on the item and there was no reportable action taken.

N. ADJOURNMENT

There being no further business to conduct, the Mayor adjourned the meeting at 8:38 p.m.

_____
Robert Pullen-Miles, Mayor

ATTEST:

_____
Erica Harbison, City Clerk

Approved: 09/20/2021

Back to Agenda

CITY OF LAWNDALE

14717 BURIN AVENUE, LAWNDALE, CALIFORNIA 90260
PHONE (310) 973-3200 ♦ www.lawndalecity.org

DATE: September 20, 2021

TO: Honorable Mayor and City Council

FROM: Kevin M. Chun, City Manager

PREPARED BY: Julian Lee, Director of Public Works/City Engineer

SUBJECT: **Award of Contract for 2021 Pavement Management System to Bucknam Infrastructure Group, Inc. for a Total Not-to-Exceed Amount of $78,996.**

BACKGROUND

In 2016, the City of Lawndale (City) completed the Pavement Management System (PMS) which generated a comprehensive report of the Citywide Pavement Condition Index (PCI) for all streets. PCI is a condition rating that ranges from 100, a new pavement section, to 0 for a section that has structurally failed and deteriorated dramatically. The PCI, is utilized on an annual basis to establish a street list for capital improvements. The City has 45 centerline miles of paved surfaces, comprised of 24 miles of local streets, 6.7 miles of collector streets, 9.1 miles of arterial streets and 5.2 miles of alleyways. There is a total of over 7,958,410 square feet of pavement. The current PMS is five years old and in need of an update. The FY 2021-22 approved budget includes an allocation of $90,000 to update the existing PMS.

STAFF REVIEW

The City's proposed PMS update will be the following:

- A comprehensive Pavement Management System update that will integrate the data from the 2016 PMS with existing City assets into a GIS system.
- Detailed condition assessment of existing pavement and sidewalks.
- Analyze the pavement data utilizing engineering software (MicroPAVER or equivalent) and provide the City a license for the software.
- Generating 2021 Pavement Condition Index (PCI) ratings for each segment.
- Prepare budgetary analysis and reports for pavement maintenance and rehabilitation.
- Develop Capital Improvement Project (CIP) programs for the City's pavement and sidewalk systems.
- Recommending alternative maintenance budgets that demonstrate realistic return-on investments (ROI), scenarios, "actual" budget model, and maintain PCI model, etc.

On July 13, 2021, the City released a request for proposal (RFP) for professional engineering services for the 2021 PMS preparation. The RFPs were sent to five (5) companies: AMS Consulting, Bucknam Infrastructure Group, Inc., Infrastructure Management Services (IMS), NCE, and Pavement Engineering, Inc.

On August 24, 2021, proposals were received from three engineering firms: Bucknam Infrastructure Group, Inc., NCE and IMS. A committee consisting of Public Works staff reviewed and ranked all of the proposals and after reviewing the proposals, Bucknam Infrastructure Group, Inc. was ranked as the best qualified firm to perform the services, based on a combination of experience, scope of services, the project understanding, and the fee schedule. Bucknam Infrastructure Group, Inc. provided the total not-to-exceed fee schedule of $63,372.

In addition, staff contacted Bucknam Infrastructure Group, Inc. and requested to add digitalized inventory of street striping, legends and curb markings throughout the City for future improvement plans. Bucknam Infrastructure Group, Inc. provide for the fee schedule for additional work at $15,624 and total fee schedule of $78,996.

LEGAL REVIEW

The City Attorney has reviewed the agreement and approved as to form.

FISCAL IMPACT

The current FY 2021-22 budget includes funding in the amount of $90,000 for this project in account number 201-310-530.200.

RECOMMENDATION

Staff recommends that the City Council:

1. Accept a proposal dated August 24, 2021 from Bucknam Infrastructure Group, Inc. for the preparation of the 2021 Pavement Management System;
2. Award the contract to Bucknam Infrastructure Group, Inc. in the amount of $63,372 for the 2021 Pavement Management System;
3. Approve the additional work for 2021 Pavement Management System to Bucknam Infrastructure Group, Inc. in the amount of $15,624; and
4. Reject all other proposals received

ATTACHMENTS

1. Professional Services Agreement with Bucknam Infrastructure Group, Inc.
2. Proposal from Bucknam Infrastructure Group, Inc. dated August 24, 2021
3. Revised Scope of Work Proposal from Bucknam Infrastructure Group, Inc.
4. Revised Fee Schedule with Additional Work from Bucknam Infrastructure Group, Inc.

CITY OF LAWNDALE

CONTRACT SERVICES AGREEMENT FOR

ENGINEERING SERVICES FOR 2021 PAVEMENT MANAGEMENT SYSTEM

This Contract Services Agreement ("Agreement") is made and entered into this 20th day of September, 2021, by and between the City of Lawndale, a municipal corporation ("City"), and Bucknam Infrastructure Group, Inc. ("Consultant"). The term Consultant includes professionals performing in a consulting capacity. The parties hereto agree as follows:

1.0 SERVICES OF CONSULTANT

1.1 Scope of Services. In compliance with all terms and conditions of this Agreement, Consultant shall provide the work and services specified in the "Scope of Services" attached hereto as *Exhibit "A"* and incorporated herein by this reference. Consultant warrants that all work or services set forth in the Scope of Services will be performed in a competent, professional and satisfactory manner.

1.2 Consultant's Proposal. The Scope of Services shall include the Consultant's proposal or bid which shall be incorporated herein by this reference as though fully set forth herein. In the event of any inconsistency between the terms of such proposal and this Agreement, the terms of this Agreement shall govern.

1.3 Compliance with Law. All work and services rendered hereunder shall be provided in accordance with all ordinances, resolutions, statutes, rules, and regulations of the City and any Federal, State or local governmental agency having jurisdiction.

1.4 Licenses, Permits, Fees and Assessments. Consultant shall obtain at its sole cost and expense, such licenses, permits and approvals as may be required by law for the performance of the services required by this Agreement. Consultant shall have the sole obligation to pay for any fees, assessments, taxes, including applicable penalties and interest, which may be imposed by law and arise from or are necessary for the Consultant's performance of the services required by this Agreement; and shall indemnify, defend and hold harmless City against any claim for such fees, assessments, taxes, penalties or interest levied, assessed or imposed against City hereunder.

1.5 Familiarity with Work. By executing this Agreement, Consultant warrants that Consultant (a) has thoroughly investigated and considered the scope of services to be performed, (b) has carefully considered how the work and services should be performed, and (c) fully understands the facilities, difficulties and restrictions attending performance of the services under this Agreement.

1.6 Additional Services. City shall have the right at any time during the performance of the services, without invalidating this Agreement, to order extra work beyond that specified in the Scope of Services or make changes by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written order is first given by the Contract Officer to the Consultant, incorporating therein any adjustment in (i) the Contract Sum, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Consultant. Any increase in compensation must be approved by the City Council. It is expressly understood by Consultant that the provisions of this Section shall not apply to services specifically set forth in the Scope of Services or reasonably

contemplated therein. Consultant hereby acknowledges that it accepts the risk that the services to be provided pursuant to the Scope of Services may be more costly or time consuming than Consultant anticipates and that Consultant shall not be entitled to additional compensation therefor.

1.7 Special Requirements. Additional terms and conditions of this Agreement, if any, which are made a part hereof are set forth in the "Special Requirements" attached hereto as *Exhibit "B"* and incorporated herein by this reference. In the event of a conflict between the provisions of *Exhibit "B"* and any other provisions of this Agreement, the provisions of *Exhibit "B"* shall govern.

1.8 Environmental Laws. Consultant shall comply with all applicable environmental laws, ordinances, codes and regulations of Federal, State, and local governments. Consultant shall also comply with all applicable mandatory standards and policies relating to energy efficiency.

2.0 COMPENSATION

2.1 Contract Sum. For the services rendered pursuant to this Agreement, Consultant shall be compensated in accordance with the "Schedule of Compensation" attached hereto as *Exhibit "C"* and incorporated herein by this reference, but not exceeding the maximum contract amount of Seventy Eight Thousand Nine Hundred Ninety-Six dollars ($78,996) ("Contract Sum"), except as provided in Section 1.6. The method of compensation may include: (i) a lump sum payment upon completion, (ii) payment in accordance with the percentage of completion of the services, (iii) payment for time and materials based upon the Consultant's rates as specified in the Schedule of Compensation, but not exceeding the Contract Sum or (iv) such other methods as may be specified in the Schedule of Compensation. Compensation may include reimbursement for actual and necessary expenditures approved by the Contract Officer in advance if specified in the Schedule of Compensation. The Contract Sum shall include the attendance of Consultant at all project meetings reasonably deemed necessary by the City.

Consultant agrees that if Consultant becomes aware of any facts, circumstances, techniques, or events that may or will materially increase or decrease the cost of the work or services or, if Consultant is providing design services, the cost of the project being designed, Consultant shall promptly notify the Contract Officer of said fact, circumstance, technique or event and the estimated increased or decreased cost related thereto and, if Consultant is providing design services, the estimated increased or decreased cost estimate for the project being designed.

2.2 Method of Payment. Unless some other method of payment is specified in the Schedule of Compensation, in any month in which Consultant wishes to receive payment, no later than the first (1st) working day of such month, Consultant shall submit to the City, in a form approved by the City's Director of Finance, an invoice for services rendered prior to the date of the invoice. Except as provided in Section 7.2, City shall pay Consultant for all expenses stated thereon which are approved by City pursuant to this Agreement generally within thirty (30) days, and no later than forty-five (45) days, from the submission of an invoice in an approved form. City will review each invoice submitted by Consultant to determine whether the work performed and expenses incurred are in compliance with this Agreement. If no charges or expenses are disputed, the invoice will be approved and paid. In the event any charges or expenses are disputed by City, the invoice will be returned by City to Consultant for correction and resubmission. City reserves the right to withhold future payment to Consultant if any aspect of the Consultant's work is found substantially inadequate.

2.3 Availability of Funds. It is mutually understood between the parties that this Agreement is valid and enforceable only if sufficient funds are made available by the City Council of the City for the purposes of this Agreement. The availability of funding is affected by matters outside the City's control, including other governmental entities. Accordingly, the City has the option to void the whole Agreement or to amend the Agreement to reflect unanticipated reduction in funding for any reason.

3.0 PERFORMANCE SCHEDULE

3.1 Time of Essence. Time is of the essence in the performance of this Agreement.

3.2 Schedule of Performance. Consultant shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed and shall perform all services within the time period(s) established in the "Schedule of Performance" attached hereto as *Exhibit "D"*, if any, and incorporated herein by this reference.

3.3 Force Majeure. The time period(s) specified in the Schedule of Performance for performance of the services rendered pursuant to this Agreement shall be extended because of any delays due to unforeseeable causes beyond the control and without the fault or negligence of the Consultant, including, but not restricted to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including the City, if the Consultant shall, within ten (10) days of the commencement of such delay, notify the Contract Officer in writing of the causes of the delay. The Contract Officer shall ascertain the facts and the extent of delay and extend the time for performing the services for the period of the enforced delay when and if, in the judgment of the Contract Officer, such delay is justified. The Contract Officer's determination shall be final and conclusive upon the parties to this Agreement. In no event shall Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused; Consultant's sole remedy being extension of the Agreement pursuant to this Section.

3.4 Term. Unless earlier terminated in accordance with Section 7.4 below, this Agreement shall begin on September 21, 2021 and continue in full force and effect until completion of the services no later than June 30, 2022.

4.0 COORDINATION OF WORK

4.1 Representative of Consultant. Peter Bucknam is hereby designated as being the representative of Consultant authorized to act on its behalf with respect to the work or services specified herein and to make all decisions in connection therewith.

It is expressly understood that the experience, knowledge, capability and reputation of the representative was a substantial inducement for City to enter into this Agreement. Therefore, the representative shall be responsible during the term of this Agreement for directing all activities of Consultant and devoting sufficient time to personally supervise the services hereunder. For purposes of this Agreement, the representative may not be replaced nor may his responsibilities be substantially reduced by Consultant without the express written approval of City.

4.2 Contract Officer. The City's City Manager is hereby designated as the representative of the City authorized to act in its behalf with respect to the work and services and to make all decisions in connection therewith ("Contract Officer"). It shall be the Consultant's responsibility to assure that the

Contract Officer is kept informed of the progress of the performance of the services and the Consultant shall refer any decisions which must be made by City to the Contract Officer. The City may designate another Contract Officer by providing written notice to Consultant.

4.3 Prohibition Against Subcontracting or Assignment. The experience, knowledge, capability and reputation of Consultant, its principals and employees were a substantial inducement for the City to enter into this Agreement. Therefore, Consultant shall not contract with any other entity to perform in whole or in part the services required hereunder without the express written approval of the City. In addition, neither this Agreement nor any interest herein may be transferred or assigned 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 Consultant taking all transfers into account on a cumulative basis. A prohibited transfer or assignment shall be void. No approved transfer shall release the Consultant or any surety of Consultant of any liability hereunder without the express consent of City.

4.4 Independent Contractor. Neither the City nor any of its employees shall have any control over the manner or means by which Consultant or employees, perform the services required herein, except as otherwise set forth herein. Consultant shall perform all services required herein as an independent contractor of City and shall remain under only such obligations as are consistent with that role. Consultant represents and warrants that the personnel used to provide services to the City pursuant to this Agreement are classified by Consultant as employees. Consultant shall not at any time or in any manner represent that it or any of its employees are employees of City. City shall not in any way or for any purpose become or be deemed to be a partner of Consultant in its business or otherwise or a joint venturer or a member of any joint enterprise with Consultant. In the event that Consultant or any employee of Consultant providing services under this Agreement claims or is determined by a federal or state agency, a court of competent jurisdiction, or the California Public Employees' Retirement System ("CalPERS") to be classified as other than an independent contractor for the City, then Consultant shall indemnify, defend, and hold harmless the City for the payment of any and all assessed fines, penalties, judgments, employee and/or employer contributions, and any other damages and costs assessed to the City as a consequence of, or in any way attributable to, the assertion that Consultant or any staff Consultant used to provide services under this Agreement are employees of the City.

5.0 INSURANCE AND INDEMNIFICATION

5.1 Insurance. Consultant shall procure and maintain, at its sole cost and expense, in a form and content satisfactory to City, during the entire term of this Agreement including any extension thereof, the following policies of insurance:

(a) Commercial General Liability Insurance. A policy of commercial general liability insurance using Insurance Services Office "Commercial General Liability" policy form CG 00 01, with an edition date prior to 2004, or the exact equivalent. Coverage for an additional insured shall not be limited to its vicarious liability. Defense costs must be paid in addition to limits. Limits shall be no less than $1,000,000.00 per occurrence for all covered losses and no less than $2,000,000.00 general aggregate.

(b) Workers' Compensation Insurance. A policy of workers' compensation insurance on a state-approved policy form providing statutory benefits as required by law with employer's liability limits no less than $1,000,000.00 per accident for all covered losses.

(c) Automotive Insurance. A policy of comprehensive automobile liability insurance written on a per occurrence basis in an amount not less than $1,000,000.00 per accident, combined single limit. Said policy shall include coverage for owned, non owned, leased and hired cars.

(d) Professional Liability or Error and Omissions Insurance. A policy of professional liability insurance in an amount not less than $1,000,000.00 per claim with respect to loss arising from the actions of Consultant performing professional services hereunder on behalf of the City. Any policy inception date, continuity date, or retroactive date must be before the effective date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

All of the above policies of insurance shall be primary insurance. The general liability policy shall name the City, its officers, employees and agents ("City Parties") as additional insureds and shall waive all rights of subrogation and contribution it may have against the City and the City's Parties and their respective insurers. Moreover, the insurance policy must specify that where the primary insured does not satisfy the self-insured retention, any additional insured may satisfy the self-insured retention. All of said policies of insurance shall also provide that said insurance may be not cancelled without providing ten (10) days prior written notice by registered mail to the City. In the event any of said policies of insurance are cancelled or amended, Consultant shall, prior to the cancellation or amendment date, submit new evidence of insurance in conformance with this Section 5.1 to the Contract Officer. No work or services under this Agreement shall commence until Consultant has provided City with Certificates of Insurance or appropriate insurance binders evidencing the above insurance coverages and said Certificates of Insurance or binders are approved by City.

Consultant agrees that the provisions of this Section 5.1 shall not be construed as limiting in any way the extent to which Consultant may be held responsible for the payment of damages to any persons or property resulting from Consultant's activities or the activities of any person or persons for which Consultant is otherwise responsible. If the Consultant's insurance policies have higher limits and coverage than those required by this contract, the City will have access to those higher limits and coverage maintained by the Consultant.

The insurance required by this Agreement shall be satisfactory only if issued by companies qualified to do business in California, rated "A" or better in the most recent edition of Best Rating Guide or The Key Rating Guide, and only if they are of a financial category Class VII or better, unless such requirements are waived by the Risk Manager of the City due to unique circumstances.

In the event that the Consultant is authorized to subcontract any portion of the work or services provided pursuant to this Agreement, the contract between the Consultant and such subcontractor shall require the subcontractor to maintain the same policies of insurance that the Consultant is required to maintain pursuant to this Section 5.1.

5.2 Indemnification.

(a) Indemnity for Design Professional Liability. When the law establishes a professional standard of care for Consultant's services, to the fullest extent permitted by law, and except for the statutory limits set forth under California Civil Code Section 2782,8 applicable to services provided by a "design professional", Consultant shall indemnify, defend and hold harmless City and the City's Parties from and against any and all losses, liabilities, damages, costs and expenses, including

attorneys' fees and costs to the extent same are caused in whole or in part by any negligent or wrongful act, error or omission of Consultant, its officers, employees of subcontractors (or any entity or individual for which Consultant shall bear legal liability) in the performance of professional services under this Agreement.

(b) Indemnity for Other Than Design Professional Liability. Other than in the performance of design professional services and to the full extent permitted by law, Consultant shall indemnify, defend and hold harmless City and City's Parties from and against any liability (including liability for claims, suits, actions, losses, expenses or costs of any kind, whether actual, alleged or threatened, including attorneys' fees and costs, court costs, defense costs and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Consultant or by any individual or entity for which Consultant is legally liable, including but not limited to officers, employees or subcontractors of Consultant.

6.0 RECORDS AND REPORTS

6.1 Reports. Consultant shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the services required by this Agreement as the Contract Officer shall require.

6.2 Records. Consultant shall keep, and require subcontractors to keep, such books and records as shall be necessary to perform the services required by this Agreement and enable the Contract Officer to evaluate the performance of such services. The Contract Officer shall have full and free access to such books and records at all times during normal business hours of City, including the right to inspect, copy, audit and make records and transcripts from such records. Such records shall be maintained for a period of three (3) years following completion of the services hereunder, and the City shall have access to such records in the event any audit is required.

6.3 Ownership of Documents. All drawings, specifications, reports, records, documents and other materials prepared by Consultant, its employees, and subcontractors in the performance of this Agreement shall be the property of City and shall be delivered to City upon request of the Contract Officer or upon the termination of this Agreement and Consultant shall have no claim for further employment or additional compensation as a result of the exercise by City of its full rights of ownership of such documents and materials. Consultant may retain copies of such documents for its own use and Consultant shall have an unrestricted right to use the concepts embodied therein. All subcontractors shall provide for assignment to City of any documents or materials prepared by them, and in the event Consultant fails to secure such assignment, Consultant shall indemnify City for all damages resulting therefrom. Except as necessary for the performance of services under this Agreement, no documents prepared under this Agreement may be released by Contractor to any other person or entity without City's prior written approval.

6.4 Confidentiality of Information. All information gained or work product produced by Contractor in performance of this Agreement will be considered confidential, unless such information is in the public domain or already known to Contractor. Contractor may not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the City Manager, except as may be required by law. Contractor, its officers, employees, or agents, may not, without prior written authorization from the City Manager or unless requested by the City Attorney of City, voluntarily provide declarations, letters of support, testimony at depositions, response

to interrogatories or other information concerning the services performed under this Agreement. Response to a subpoena or court order will not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena. If Contractor, or any officer, employee, or agent of Contractor, provides any information or work product in violation of this Agreement, then City will have the right to reimbursement and indemnity from Contractor for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Contractor's conduct. Contractor must promptly notify City should Contractor, its officers, employees, or agents be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the services performed under this Agreement. City retains the right, but has no obligation, to represent Contractor or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite such response. All media and press releases, including graphic display information, must be approved and distributed solely by City, unless otherwise agreed to in writing by City. All media interviews regarding the performance of services under this Agreement are prohibited unless expressly authorized by City.

7.0 ENFORCEMENT OF AGREEMENT

7.1 California Law. This Agreement shall be construed and interpreted both as to validity and to performance of the parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Los Angeles, State of California, or any other appropriate court in such county, and Consultant agrees to submit to the personal jurisdiction of such court in the event of such action.

7.2 Retention of Funds. Consultant hereby authorizes City to deduct from any amount payable to Consultant (whether or not arising out of this Agreement) (i) any amounts the payment of which may be in dispute hereunder or which are necessary to compensate City for any losses, costs, liabilities, or damages suffered by City, and (ii) all amounts for which City may be liable to third parties, by reason of Consultant's acts or omissions in performing or failing to perform Consultant's obligation under this Agreement. In the event that any claim is made by a third party, the amount or validity of which is disputed by Consultant, City may withhold from any payment due, without liability for interest because of such withholding, an amount sufficient to cover such claim. The failure of City to exercise such right to deduct or to withhold shall not, however, affect the obligations of the Consultant to insure, indemnify, and protect City as elsewhere provided herein.

7.3 Waiver. No delay or omission in the exercise of any right or remedy by a non-defaulting party on any default shall impair such right or remedy or be construed as a waiver. A party's consent to or approval of any act by the other party requiring the party's consent or approval shall not be deemed to waive or render unnecessary the other party's consent to or approval of any subsequent act. Any waiver by either party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

7.4 Termination Prior to Expiration of Term. Either party may terminate this Agreement at any time, with or without cause, upon thirty (30) days' written notice to the other party. Upon receipt of any notice of termination, Consultant shall immediately cease all work or services hereunder except such

as may be specifically approved by the Contract Officer. Consultant shall be entitled to compensation for the reasonable value of the work product actually produced prior to the effective date of the notice of termination and for any services authorized by the Contract Officer thereafter in accordance with the Schedule of Compensation and City shall be entitled to reimbursement for any compensation paid in excess of the services rendered.

7.5 Completion of Work After Termination for Default of Consultant. If termination is due to the failure of the Consultant to fulfill its obligations under this Agreement, City may, after compliance with the provisions of Section 7.2, take over the work and prosecute the same to completion by contract or otherwise, and the Consultant shall be liable to the extent that the total cost for completion of the services required hereunder exceeds the compensation herein stipulated (provided that the City shall use reasonable efforts to mitigate such damages), and City may withhold any payments to the Consultant for the purpose of set-off or partial payment of the amounts owed the City as previously stated.

7.6 Attorneys' Fees. If either party to this Agreement is required to initiate or defend or made a party to any action or proceeding in any way connected with this Agreement, the prevailing party in such action or proceeding, in addition to any other relief which may be granted, shall be entitled to reasonable attorneys' fees, whether or not the matter proceeds to judgment, and to all other reasonable costs for investigating such action, taking depositions and discovery, including all other necessary costs the court allows which are incurred in such litigation.

8.0 CITY OFFICERS AND EMPLOYEES: NON-DISCRIMINATION

8.1 Non-liability of City Officers and Employees. No officer or employee of the City shall be personally liable to the Consultant, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Consultant or to its successor, or for breach of any obligation of the terms of this Agreement.

8.2 Conflict of Interest; City. No officer or employee of the City shall have any financial interest in this Agreement nor shall any such officer or employee participate in any decision relating to the Agreement which affects his financial interest or the financial interest of any corporation, partnership or association in which he is interested, in violation of any State statute or regulation.

8.3 Conflict of Interest; Consultant. Consultant warrants that it has not paid or given and will not pay or give any third party any money or other consideration for obtaining this Agreement. Consultant shall comply with all conflict of interest laws and regulations including, without limitation, City's Conflict of Interest Code which is on file in the City Clerk's office. Accordingly, should the City Manager determine that Consultant will be performing a specialized or general service for the City and there is substantial likelihood that the Consultant's work product will be presented, either written or orally, for the purpose of influencing a governmental decision, the Consultant and its officers, or employees, as applicable, shall be subject to the City's Conflict of Interest Code.

8.4 Covenant Against Discrimination. Consultant covenants that, by and for itself, its executors, assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry in the performance of this Agreement. Consultant shall take affirmative action to insure that applicants are employed and that employees are treated during

employment without regard to their race, color, creed, religion, sex, marital status, national origin or ancestry.

9.0 MISCELLANEOUS PROVISIONS

9.1 Notice. Any notice or other communication either party desires or is required to give to the other party or any other person shall be in writing and either served personally or sent by prepaid, first-class mail, in the case of the City, to the City Manager and to the attention of the Contract Officer, City of Lawndale, 14717 Burin Avenue, Lawndale, California 90260, and in the case of the Consultant, to the person at the address designated on the execution page of this Agreement. Either party may change its address by notifying the other party of the change of address in writing. Notice shall be deemed communicated at the time personally delivered or in seventy-two (72) hours from the time of mailing if mailed as provided in this Section.

9.2 Interpretation. The terms of this Agreement shall be construed in accordance with the meaning of the language used and shall not be construed for or against either party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply.

9.3 Integration; Amendment. It is understood that there are no oral agreements between the parties hereto affecting this Agreement and this Agreement supersedes and cancels any and all previous negotiations, agreements and understandings, if any, between the parties, and none shall be used to interpret this Agreement. This Agreement may be amended at any time by an instrument in writing signed by both parties.

9.4 Severability. Should a portion of this Agreement be declared invalid or unenforceable by a judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining portions of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the parties unless the invalid provision is so material that its invalidity deprives either party of the basic benefit of their bargain or renders this Agreement meaningless.

9.5 Corporate Authority. The persons executing this Agreement on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement, such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which said party is bound. This Agreement is binding upon the heirs, executors, administrators, successors and assigns of the parties.

9.6 Counterparts. This Agreement may be executed in several counterparts, each of which will constitute one and the same instrument and will become binding upon the parties when at least one copy has been signed by both parties. This Agreement and any amendment will be considered executed when the signature page of a party is delivered by facsimile or other electronic transmission. Such electronic signatures will have the same effect as an original signature, provided that a wet signature copy is also mailed to the other party.

9.7 Modification of Agreement. No amendment to or modification of this Agreement will be valid unless made in writing and approved by Consultant and by the City Council or City Manager,

as applicable. The parties agree that this requirement for written modifications cannot be waived and that any attempted waiver will be void.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties have executed and entered into this Agreement as of the date first written above.

CITY:
CITY OF LAWNDALE,
a municipal corporation

By: _____
Robert Pullen -Miles, Mayor

ATTEST:

_____
Erica Harbison, City Clerk

APPROVED AS TO FORM:
Burke Williams & Sorensen, LLP

_____
Gregory M. Murphy, City Attorney

CONSULTANT:
Bucknam Infrastructure Group, Inc.
a California corporation

By: _____
Name: Peter Bucknam
Title: President and Secretary

Address: 3548 Seagate Way, Suite 230
Oceanside, CA 92056

EXHIBIT "A"

SCOPE OF SERVICES

4) PMP Plan - Scope of Work

TASK 4.1: PMP Work History Update

Based on the pavement maintenance and rehabilitation activities that have been performed over the past five years through City staff (as well as contractual CIP projects) our staff will review all street activities. This data will be entered into MicroPAVER to enhance weighted PCI's and the recommendations for the upcoming budgetary analysis and CIP reporting.

PAVEMENT ASSESSMENT AND CONDITION INVENTORY

TASK 4.2: Conduct Pavement Condition Survey

First and foremost, the assessment of the City's pavement segmentation is one of the key priorities for this project. With five years between major inspections it will be essential to verify that all Arterial, Collector and Local segmentation is up-to-date and that section SF quantities are verified, accurate and reliable. This will be completed by utilizing the Bucknam-Fuscoe cloud-based learning technology (AI) to correct quantify square footages for each pavement section (see sample below).

Bucknam (powered by Fuscoe's unique use of cloud-based learning technology technology) allows our staff to provide the AI with the City of Lawndale's most recent aerial image; in doing so, all AC and PCC pavement areas are immediately calculated. This instant calculation is possible due to the cloud-based learning tech's inherent working knowledge of how to recognize pavement surfaces and asphalt types.

This ability will allow Bucknam to obtain the necessary quality control measurements for all Lawndale PMP segments and to perform segment SF variance reports. This will in turn create a more accurate total centerline / square footage of the Lawndale network as well as for each unique pavement segments.

We will review/assess new and/or missing streets previously excluded from the last PMP update and create the necessary segmentation within the Lawndale PMP database + GIS links.

Once the pavement segmentation has been assessed and verified, the necessary 45 miles of Arterial, Collector, Local and Alley inspections will be performed. It is the City's desire to survey all pavement sections this fiscal year.

Our survey methodology will include the following approach based on the ASTM D6433 guidelines:

1. **Walking** - All sections are surveyed through "two-pass test" walking methodologies. AC/PCC distress types will be collected based upon actual surface conditions and physical characteristics of the segment.

Surveying methods will be conducted by remaining consistent with ASTM D6433-20 & the Army Corp of Engineers AC/PCC sampling guidelines while being flexible to current City requirements.

All sample locations are observed through walking surveys; samples areas will cover a minimum of 20% of the total section area and will be 2,500 SF +/- 1,000 SF in size. According to the City's RFP the following pavement sections are to be surveyed for the upcoming 2021 PMP update:

- The inspection of approximately 45 centerline miles of Arterial / Collector, Local and Alley segments will be performed;
- Recent overlay rehabilitation will reduce total mileage of survey – TBD;

Our use of Tablet-based units allows our staff to collect pavement data with the City of Lawndale's PMP database live in the field. At the end of the day all electronic data is transferred to our office for quality control and management.

Roadway Verification Survey - A listing of the field attribute data that is updated/verified during the survey for the pavement management database is listed below:

2. **Field Attribute Data (updated and/or verified)**

- ❖ From/to, indicating the assigned limits of the section, sample test areas, street name
- ❖ Historical PCI tracking from previous inspections and 2021 PCI inspections
- ❖ Segment rank, length, width, and total true area of the section
- ❖ Pavement segment and PCI "Variance" analysis and report

3. **Conditional data will be evaluated for all street segments and will include:**

- ❖ MicroPAVER 20 AC & 19 PCC distresses by type, severity and sample area
- ❖ Sampling/conditional data pulled from within edge-of-pavement to edge-of pavement
- ❖ PCI ratings (0-100), taking into account the surface condition, level of distress

4. **Section Distress and PCI Reporting**

Upon 50% and 100% completion of the required condition surveys, we will prepare draft PCI Reports and PCI GIS maps that document the conditions of all pavement segments.

SIDEWALK ASSESSMENT AND CONDITION INVENTORY

TASK 4.2a: Sidewalk / Curb & Gutter / ADA Ramp GIS Digitization

Per the City's RFP's request, Bucknam has provided below a detailed Sidewalk-C&G / ADA Condition scope of work. Based upon the City's approximate 45 miles of streets we are estimating that the City has 86 miles of sidewalks defined within its network (90% of the network having sidewalks on both sides of the street).

Bucknam will establish a clear and accurate citywide Sidewalk / ADA Ramp GIS layer that represents where known sidewalk locations exist today (polyline based); ADA ramps will be point-located. This work effort will include the assessment and improvement of all existing sidewalk GIS line work, existence/absence of ADA ramp locations. This establishment of the Sidewalk / ADA GIS layers will in turn drive our conditional inspections.

Our staff will utilize the City's available pavement segmentation data, within the Lawndale pavement database, to improve upon the sidewalk segmentation, unique sidewalk ID, survey limits and schedule data. Our staff will utilize additional data such as the City's GIS centerline, aerial imagery and other viable data to assist our field operations.

In improving upon the Sidewalk Management Program (SMP) database, sidewalk locations will be digitized through ArcGIS Desktop utilizing available aerial imagery, completed street improvement plans and digital roadway imagery. Sidewalk "gaps" will be located/noted. Sidewalk distress data (trip hazards) will be collected through the use of mobile GPS hand-held units, providing a XY coordinates for all distress locations. Through the use of our enhanced ESRI GIS Collector units we utilize the data capture screen to record inventory and inspection data defined by this scope of work.

Another essential data collection item to establish prior to survey is what defines sidewalk displacement/trip hazards for potential maintenance and repair. These displacement locations will be categorized with low, medium or high deficiency ratings. These details are shown within Tasks 4.2b & 4.2c; as stated above, we will meet with City staff to define the final deficiency rating definitions prior to survey.

Deliverable: Definition of Lawndale Sidewalk Section network, inventory attributes, GIS data integration plan

TASK 4.2b: Development of Sidewalk Maintenance Database

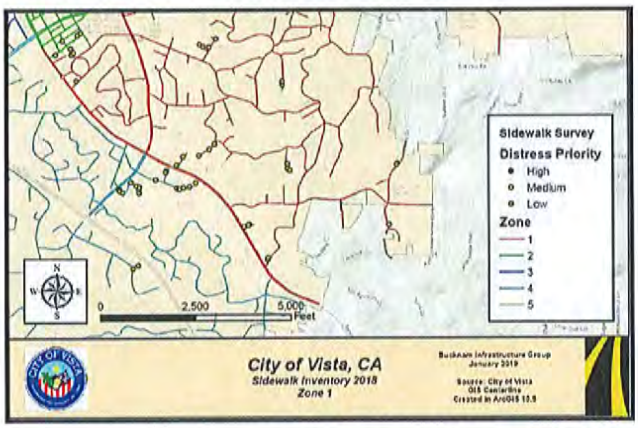
Based on previous sidewalk management programs performed for various cities, we have provided the list below demonstrating typical layers and attributes collected during sidewalk inspections:

Sidewalk Distresses Attributes / GIS Data

- House Number – House number closest to distress, if applicable;
- Street Name – Street Name;
- Surface Type – i.e. AC, Brick, Paver, PCC;
- Distress Material Location – sidewalk, C&G, Ramp;
- Vertical displacement – i.e. ¼" to 1", 1" to 2", 2" or higher
    - Displacement ranges – Defined by City's current Sidewalk Inspection Program (may be changed per discussions with City);
    - Distress Type – i.e. joint faulting, linear cracking, divided slab, buckled slab;
- Sensitive Location–Schools, Parks, City Facilities to be determined by City Staff;
- Tree – If distress is caused by a tree;
- Utility Box – If distress is caused by a utility box;
    - Utility label/type, if any;
- Length – Length of distress, if applicable;
- Recommended Work – i.e. Grind, Ramp, Replace;
- MicroPAVER ID – Unique ID that corresponds with PMP Street GIS Layer;
- Any hazards or sidewalk damage that may not meet requirements of repair to be noted for future inspections;
- Field notes (if applicable) and inspection date associated with distress priority location;
- Comments – Field for any necessary comments about the distress.

We will finalize each GIS layer's attributes with the City staff before beginning the survey process. Bucknam will deliver all GIS data in the City's preferred GIS format.

Through our experience in working with sidewalk GIS datasets and MicroPAVER we are approaching the development and future management of the Lawndale sidewalk assessment in the following manner:



Sample screenshot of Sidewalk data collected and imported into the City of Vista GIS

- Perform all sidewalk data collection/condition assessment through the use of mobile GPS driven hand-held technologies and personal computers.
    - This creates a real-time, accurate GIS database for each distress location
- Publish collected sidewalk GIS data into the City's existing GIS Enterprise for field use, data analysis, reporting and management

TASK 4.2c: Sidewalk / Curb & Gutter / ADA Ramp Condition Survey

Once the street/pavement segmentation has been assessed and verified, the inspection of approximately 86 miles of sidewalk segments will be performed. Data will be assessed/collected by following the pavement segment breakdown established within the PMP; both sides of the street will be captured. Our survey methodology will include the following approach:

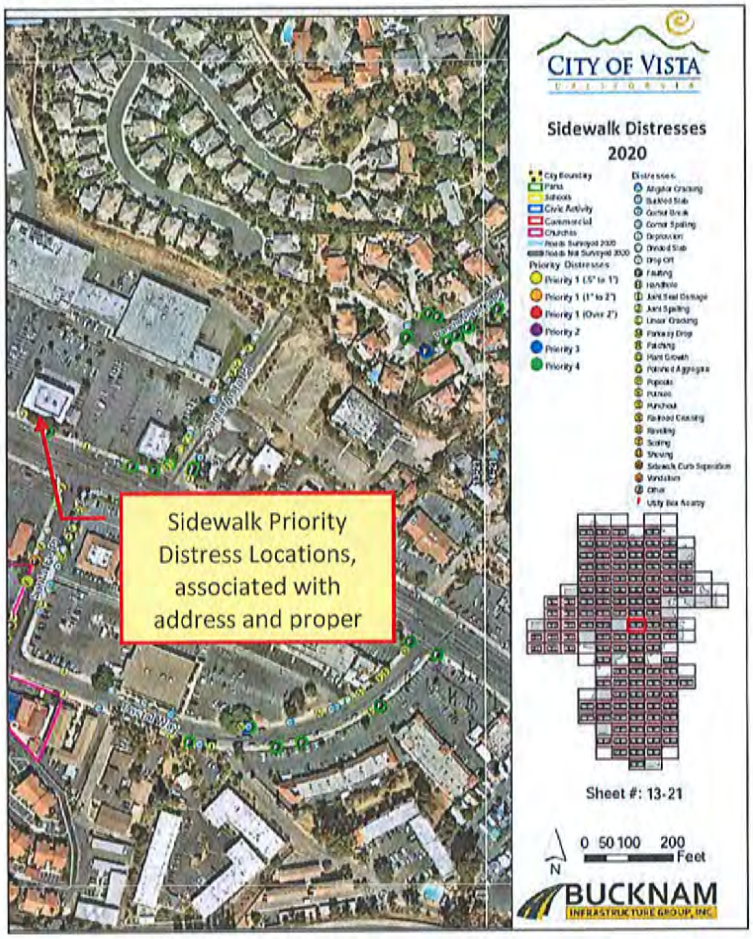
- **FY 2021 – citywide sidewalk survey (86 miles);**
    - ❖ **Distress data collected will utilize the attributes shown within Task 4.2b**

The City has initially identified specific displacement deficiency ranges which are demonstrated below; any recommended changes to the distress rating limits will be discussed prior to survey:

- Rating 1 – (Fair), Locations that have a condition of Fair to Good or where the problem is not a safety hazard
    - Typically trip, separation, spalling,, raised/depressed slab distress areas that are ¼" to 1" in occurrence;
- Rating 2 – (Poor), Locations that have a condition of Poor or any location which the field technician considers to be an immediate serious safety concern
    - Typically trip, separation, spalling, raised/depressed slab distress areas that are 1" to 2" in occurrence;
- Rating 3 – (Very Poor), Locations that have a condition of Very Poor or where the field technician determines that a problem is not an immediate safety concern
    - Typically trip, separation, spalling, raised/depressed slab distress areas that are 2" or greater in occurrence;
- Rating 4– for "vicinity of a sensitive location" (i.e. schools, churches, hospitals, senior housing, city facilities, parks, commercial centers, etc.) where pedestrian traffic is high and the City has a vested interest in lowering tripping hazards.
    - Rating can be given for any deficiency location; this places priority onto the location needing repair due to the pedestrian activity at the site.

We welcome staff members from the City of Lawndale to join our surveys.

Our use of mobile **GPS Handheld/Tablet units allows our staff to collect sidewalk data with the City of Lawndale's database live in the field.** At the end of the day all electronic data is transferred to our office for quality control and management. We can produce Sidewalk GIS Distress locations at any time during the survey for City QC and/or review.



Section Distress and Condition Reporting

At 50% and 100% Bucknam will generate Sidewalk / ADA Ramp Location/Distress Reports for City staff review. The City and our staff will review these reports to ensure that all inventory data is correct and the project is running smoothly.

Sidewalk spreadsheet reports and GIS maps will include:

- Identification of all street segments in a continuous manner (W to E and S to N);
- Sidewalk locations identified within street segments;
- GIS maps identifying sidewalk displacement locations;
- A Sidewalk M&R recommendation map
- Citywide Sidewalk/ADA Ramp Atlas Book

Attributes of Distresses

FID	Shape *	NAME	ID	SIZE	TREE	TYPE	ST_SIDE	LENGTH_FT	AREA_SF	RECOMMEND	TRIP_FALL	COMMENTS
1323	Point	ESHELMAN AVE	132	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	
1324	Point	ESHELMAN AVE	132	Greater than 1 inch	No	Depressed Slab	East	0	220	Replace	High	
1325	Point	ESHELMAN AVE	132	Less than 1 inch	No	Linear Crack	East	4	0	N/a	N/a	
1326	Point	ESHELMAN AVE	132	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	
1327	Point	ESHELMAN AVE	132	Less than 1 inch	No	Depressed Slab	East	0	22	Replace	Low	
1328	Point	ESHELMAN AVE	132	Less than 1 inch	Yes	Linear Crack	East	5	0	Grind	Low	
1329	Point	ESHELMAN AVE	132	Less than 1 inch	No	Crushed Slab	East	0	15	Replace	N/a	
1330	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Displaced Slab	East	4	0	Grind	High	
1331	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Joint spalling	East	1	0	N/a	High	
1332	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Displaced Slab	East	4	0	Grind	High	
1333	Point	ESHELMAN AVE	133	Less than 1 inch	No	Joint spalling	East	2	0	N/a	N/a	
1334	Point	ESHELMAN AVE	133	Greater than 1 inch	Yes	Displaced Slab	East	0	25	Replace	High	
1335	Point	ESHELMAN AVE	133	Less than 1 inch	No	Linear Crack	East	8	0	N/a	N/a	
1336	Point	ESHELMAN AVE	133	Less than 1 inch	Yes	Displaced Slab	East	4	0	Grind	Low	
1337	Point	ESHELMAN AVE	133	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	replace immediately

Sample screenshots of Sidewalk Inventory report and GIS output

Deliverable: Citywide Sidewalk Distress Reports (50% and 100% status reports); Recommended repairs; GIS Distress/Deficiency maps.

REQUESTED ADDITIONAL ASSET DATA COLLECITON

TASK 4.2d: Street Striping, Legends/Text and Curb Marking Inventory

Per the City's request, Bucknam has been asked to digitize found street striping, legends and curb markings throughout the City. This work will be performed in conjunction with our Sidewalk Inventory process. By utilizing a City purchased Eagle Aerial 6" high-resolution, street-view technology resources, Bucknam will utilize GIS digitization to collect the following traffic control assets:

- Street Striping – polygon or point location indicating type, color and length
  - Striping will be collected for all linear striping along a given street section, median and crosswalks (assessment based on 45 miles of streets, approx. 1,000)
- Street Legends/Text – GPS point location indicating legend type, text
  - Bucknam is estimating an approximate total of Legends/Texts at 1,500
- Curb Markings – GPS point location indicating color (blue, red, yellow, green and white)
  - Bucknam is estimating an approximate total of Curb Markings at 2,000

Bucknam will deliver unique street striping, legend/text and curb marking layers in ESRI GIS format and ensure that each layer is published within the City's GIS Enterprise. General quantity summary findings will be delivered as well as a citywide traffic control asset map book.

DEVELOP RECOMMENDED IMPROVEMENT PROGRAM

TASK 4.3: Maintenance & CIP/Budgetary Analysis

We will assist the City in developing the most cost-effective preventative maintenance, repair and rehabilitation strategies possible. This will be accomplished by meeting with the City to discuss and strategize maintenance activities that are currently being used by the City. Based on the City's current AC & PCC applications, Geotech reports and other maintenance practices used we will conduct a historical and prospective analysis on the conditional and financial impact these practices have on the pavement network.

We will establish/update the Lawndale MicroPAVER maintenance "decision tree" that will be used to generate pavement recommendations that match current fiscal year maintenance approaches/City practices. This will be accomplished by assessing/updating the unique and individual PCI ranges and deterioration curves within PMP software based on functional class (i.e. arterial, collector, local) and age. Our staff will review the Lawndale's deterioration curves that have been developed based on historical pavement condition, inspection, surface type, and road class.

All maintenance practices/unit costs will be integrated into the PMP and will be derived from the most recent construction bids for pavement rehabilitation. We will account for inflation rates when long-term revenues projections are made. Our Project Manager and Principal will work closely with City in defining repair and rehabilitation strategies for each fiscal year as well as establish PMP zones for the street/alley networks. Once the repair/rehabilitation strategies have been defined, the identification of a five year Forecasted Maintenance schedule will be generated.

The recommended budget scenarios will be identified on the basis of several criteria:

- Assessment and review of the City's Pavement CIP
- Present pavement conditions; Desired levels of service and available resources
- Projected / Forecasted PCI's per section

- Cost benefit of individual strategies (minimum of three (3) scenarios)
- Scheduling with the City's major CIP projects (water, sewer, etc.)
- Budgetary recommendations that satisfy METRO guidelines
- Local "Neighborhood" fiscal year reporting/improvement scheduling
- Future routine maintenance needs based on projected deterioration rates

The primary emphasis of this task is to maximize the scheduling of street maintenance using the most cost-effective strategies available and taking into account a life-cycle cost analysis.

TASK 4.4: Citywide CIP / METRO Compliance Reports

We will deliver the Final Report to the City which will be essential for staff reference / use as well as presented in a way that is beneficial for elected officials/upper management. **This report will assist the City in complying with METRO.**

The report will be prepared in a format that uses the information delivered by the PMP database in conjunction with the information and analysis performed by our team. The report will provide the City with information on:

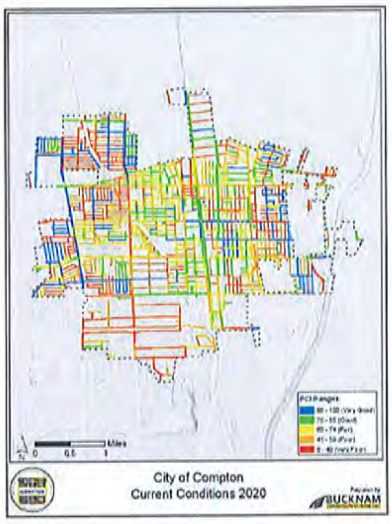
- Current inventory and pavement conditions indices (PCI) for all road classes
- Projected annual rehabilitation programs for street maintenance for a 10-yr period (ARTERIAL, LOCAL and ALLEY Forecast Maintenance Reports) that show the largest return on investment and acceptable levels of service;
- Modeling and comparison of at least five (5) budget scenarios that typically include:
  - Future PMP conditions based upon historical funding levels;
  - Identification of annual funding to maintain current after 10-years;
  - Increase current PCI within 10-years;
  - Gradual, Frontloaded, Constrained and Unlimited funding analysis;
- Strategies and recommendations for the City's maintenance programs and procedures, including a preventative maintenance schedule;
- Publication of five budget scenarios within MyRoads™ (Bucknam web-portal/dashboard);
- Supporting documentation required by METRO;
- A detailed breakdown of deferred maintenance (backlog); and
- Quality Management Plan document.

Our recommendations will provide guidance to the City on how to implement better preventative maintenance / rehabilitation strategies and/or increase funding through PMP data examples. We will make a presentation of the results from the 2021 PMP update to City personal and/or City Council if necessary-pro bono.

Registered Engineer

Mr. Steve Bucknam, P.E. will review all completed data and sign a final report incorporating the results of our pavement evaluation and conditions. We will provide recommendations for pavement rehabilitation and replacement design based upon field data and analysis.

TASK 4.5: PMP Mapping and GIS Update



As an enhancement and proactive approach to this project, our staff will implement and publish a Pavement-GIS link between the PMP database and the City's GIS system. Bucknam will utilize the City's existing GIS centerline file as a starting point for developing the layer. By using the unique segment ID's within the PMP and the City's ESRI street shapefile ID's, we will verify a one-to-one match for each pavement section in the GIS. All pavement segmentation within the PMP database will be mirrored within the Lawndale GIS layer which will allow all pavement data to be published on the GIS layer. With a completed survey and we will update the PMP-GIS layer with all final PCI data.

The maps described below will be incorporated into the City's Final PMP report:

- PCI values for every section;
- Work History identifications;
- 10-yr proposed Arterial / Local Rehabilitation and Slurry Seal Programs; and
- Functional classification maps

Our staff will coordinate all project deliveries with the Public Works and the GIS division to ensure that the most current and accurate PMP-GIS maps are represented within the City's GIS enterprise. Sample 2021 Compton-GIS PMP map above.

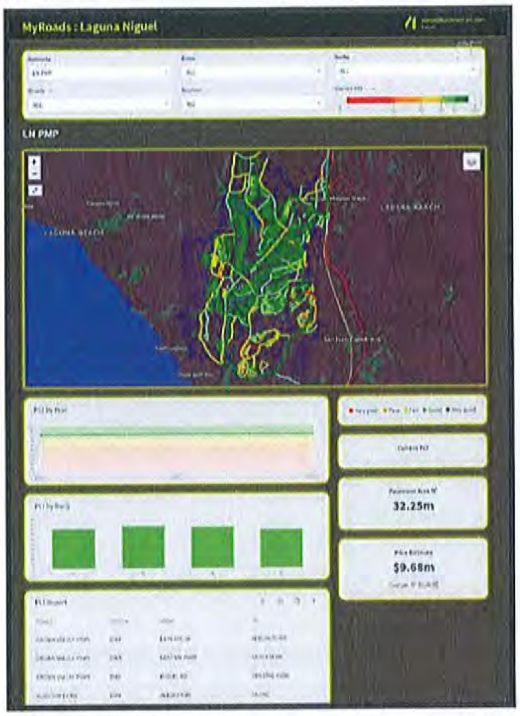
TASK 4.6: PMP / GIS Training

PMP Training

With PMP software use being one of the key components to a successful PMP implementation, we will provide City staff with quality, certified training and the necessary skills needed to maintain the PMP. Bucknam will provide City staff with all collected pavement/GIS data, as well as updated operation manuals for both field data collection and software use.

Peter Bucknam and staff will conduct comprehensive training sessions covering PMP implementation, PMP methodologies, field survey practices, PCI calculations, MicroPAVER use, editing/updating the database, MyRoads™, budget needs analysis, and how to publish PMP data to GIS. Training typically involves one (1) day of training on the MicroPAVER software and GIS linkages. There is no minimum or maximum amount of people that can be trained under this methodology.

TASK 4.7: Lawndale MyRoads™ PMP Web-Portal



Lawndale MyRoads™ Web-Portal – Bucknam's proprietary option of MyRoads™ is a great match for the Lawndale PMP today and the future. **This option brings your PMP data to life within a dynamic PMP dashboard!**

Bucknam now provides all our PMP clients with a unique and agency driven "MyRoads™" web-portal that provides instantaneous access to your pavement management database. This "dashboard" allows users to toggle through individual sections via GIS mapping selections, zone queries, rank selection, ranges, etc. to review all section metrics, latest/previous inspections, work histories generate filtered PCI reports and identify potential maintenance costs based upon your unique needs.

Bucknam has shown above a current MyRoads™ account actively working! This tool will be accessed by City staff simply through a Username/Password methodology. As changes are made to the Lawndale PMP database the MyRoads™ dataset is changed to reflect work history edits, PCI inspections and section changes.

In summary, MyRoads™ allows the user perform the following dynamic functions:

- Query specific pavement segment(s) to view current/historic PCI, work history inspection;
- Filter for pavement sections within a defined zone, PCI range and/or functional class;
- Select a pavement section or grouping of section through the on-board GIS tool;
- Enter slurry, overlay & reconstruction unit costs to determine preliminary cost of maintenance and resulting citywide PCI
    - Display critical street / sidewalk / ROW assets along pavement section(s) that are critical to Engineering Bid development and solicitation (ADA ramps, utilities, manholes, trees, etc.
- Displays all final GIS project maps (PCI, work history, 10-yr forecasted maintenance, etc.)
- Bucknam will train Lawndale staff on the simply use of the MyRoads™ dashboard

4) Scope of Work (Asset Management Information System - Major Tasks)

Our firm specializes in turn-key Public Works GIS integration and publications utilizing existing GIS Enterprise sources available at the City as well as management enhancements that track and provided valuable Operation & Maintenance data (i.e. streets, Water, Sewer, Signs, etc.). Bucknam will serve as the "go-to" GIS staff for the City's Public Works and will champion the assessment, recommendation and implementation of the following GIS services:

- Phase I – Assessment of Available GIS data (Task 4.8 & 4.9);
  - Preparation of Asset Management Information System (AMIS) technical memorandum that will identify/summarize:
    - Attribute data, findings/recommendations, and;
    - GIS geocoding/integration strategies for each available PW asset;
  - City Review and Approval of AMIS;
  - Publication of cloud-based GIS Management tool (ArcGIS Online)
  - GIS staff augmentation (on-site and off-site)
- Phase II (Technical Support) - Core GIS Annual Updates (Public Works Department);
- Phase II (Optional) - Special GIS Projects (Public Works Department, as-needed projects);

TASK 4.8: Implementation of AMIS – GIS (Phase I)

As more and more local agencies rely on digital GIS "go-to" sources, the City has recognized the need to establish a common-sense, effective Asset Management Information System (AMIS) Program within Public Works. Due to availability and low-cost GIS options that are available today for implementing a Public Works department GIS Program, we have described below our proven and successful approach that will allow Lawndale staff to access, query and manage your infrastructure assets, records and maps through ESRI ArcGIS Online.

Recognizing that the GIS system is critical to day-to-day operations within the City and its Public Works department, an initial assessment of available City and County GIS data is needed.

Initially, Bucknam will gather all available GIS data (streets, water, etc.) and identify various GIS "data needs" (i.e. traffic signals, street lights) that are to be published within the AMIS. These assets will include:

Lawndale Asset Data Collection	
Pavement Management	Storm Drain System*
Water Infrastructure and SCADA	Traffic Signals & System*
Sewer Infrastructure	City Owned Street Lights*
Street Signs/Traffic Control marking/Traffic Data*	Street Trees*
** indicates that no GIS-based data is available*	
Street Signs and pavement markings will be completed in Nov. 2021	

A major deliverable resulting from our review of available Lawndale GIS data, software and management methodologies will be the preparation of a AMIS technical memorandum that will provide the City with the following:

- Identification of all available Lawndale GIS data (sourced by the City and/or County)
- General findings regarding data quality, quantity, usefulness and application;
- Recommendations for the AMIS cloud-based GIS program;
- Data schema and server side file network mapping; and
- Operations & Maintenance of AMIS program / annual support

With City's approval of the technical memorandum implementation goals combined with our experience of executing turn-key GIS solutions for local agencies, Bucknam will identify and publish all viable and essential Public Works GIS data to ArcGIS Online.

TASK 4.9: Publication of AMIS – GIS & Training (Phase I)

With the approval of the City GIS project management team, Bucknam will initiate the GIS Management efforts to implement and oversee the Lawndale GIS (LGIS). This will include the implementation of the City's purchased ESRI ArcGIS Online software (we have demonstrated the annual license cost with our proposed fee). This integration will allow the City to immediately access all existing GIS data stored and maintained by the City's Public Works department as well as other known GIS layers (i.e. available County of Los Angeles GIS data such as Parcels, Planning, city boundary, street centerline, aerial imaging, etc.).

Bucknam staff will assist in the importing of this data and create a live, internal GIS web service through ArcGIS Online that will grant Public Works staff (and other key departments) access to GIS. These services will be considered Phase I of the project and will allow staff to begin using viable GIS Public Works data that exists today. Implementation services will start in September in and will be completed by January 2022.

EXHIBIT "B"

SPECIAL REQUIREMENTS

None.

EXHIBIT "C"

SCHEDULE OF COMPENSATION

CITY OF LAWNDALE, CA
Pavement Management System - 2021 Update
Revised Fee Schedule - August 31, 2021

Task	Description	Principal	Project Manager	GIS Manager	Field Technician(s)	Admin	Total by Task
	2021 Base Fee	$295/hr	$190/hr	$145/hr	$96/hr	$80/hr	
Task 1	Project Implementation						
Task 1.1	Project Kickoff		1				$190
Task 1.2	Project Status Meetings - Quality Control	1	2	1	32		$3,892
Task 2	Client Satisfaction						
Task 2.1	Project Deliverables		2			1	$460
Task 3	Project Schedule						
Task 3.1	Work Flow / Project Schedule		2		4		$764
Task 4	Scope of Work						
Task 4.1	PMP Work History Update		1		12		$1,342
Task 4.2	Pavement Condition Survey (approx. 45 miles)		4	2	82		$8,922
	Purchase of Lawndale Eagle Aerial digital imagery (6" resolutation)						$2,700
	- Cloud-based Learning AI (SF calc)						$2,400
Task 4.2a	Sidewalk-C&G-ADA Ramps GIS Digitization		2	6	48		$5,858
Task 4.2b	Development of Sidewalk Maintenance Database		2	8	8		$2,308
Task 4.2c	Sidewalk-C&G-ADA Ramp Condition Survey (approx. 86 miles)		4	4	142		$14,972
Task 4.2d	Street Striping, Legends and Curb Marking Inventory (approx. 4,500 assets)		2	4	120		$12,480
Task 4.3	Maintenance & CIP / Budgetary Analysis		4				$760
Task 4.4	Citywide CIP / METRO Compliance Reports	1	22	4	8	1	$5,903
Task 4.5	PMP Mapping and GIS Update		1	8	12		$2,502
Task 4.6	PMP/GIS Training		2		6		$956
Task 4.7	Lawndale MyRoads PMP Web-Portal						$500
Task 4.8	Implementation of AMIS - GIS (Phase 1)	1	4	14	14		$4,429
Task 4.9	Publication of AMIS - GIS		4	24	8		$5,008
	Reimbursables (mileage, printing, materials)						$2,650
	All deliverables will become property of the City of Lawndale						
	All Tasks are negotiable						
	Total Hours per Staff	3	59	75	496	2	
	2021 Total Base Fee	$ 885	$ 11,210	$ 10,875	$ 47,616	$ 160	$78,996
	Additional services outside of this contract will be negotiated with the City where we will use the Standard Hourly Rate Schedule shown here.						

Notes:
Bucknam is aware that the City currently utilizes MicroPAVER software;
Bucknam assumes the City is currently utilizing ESRI ArcMap 10.x

Standard Hourly Rate Schedule

Category	Rate
Principal	$ 295
Senior Project Manager	215
Senior Engineer / Planner	195
Construction Manager	190
Pavement Management Project Manager	190
Management Analyst	165
Project Engineer / Planner	160
Engineer / Senior Technician / GIS Manager / Senior Inspector	145
Assistant Engineer / GIS Analyst / Inspector	135
CADD Operator	110
Administrative Assistant	100
Field Technician	96
Clerical / Word Processing	80
Forensic Services	Quote
Reimbursables	
Mileage	$ 0.67/mile
Subconsultant Services	Cost + 15%
Reproduction	Cost + 15%
Travel & Subsistence	Cost + 15%
Fees & Permits	Cost + 15%
Computer Services (External)	Cost + 15%

EXHIBIT "D"

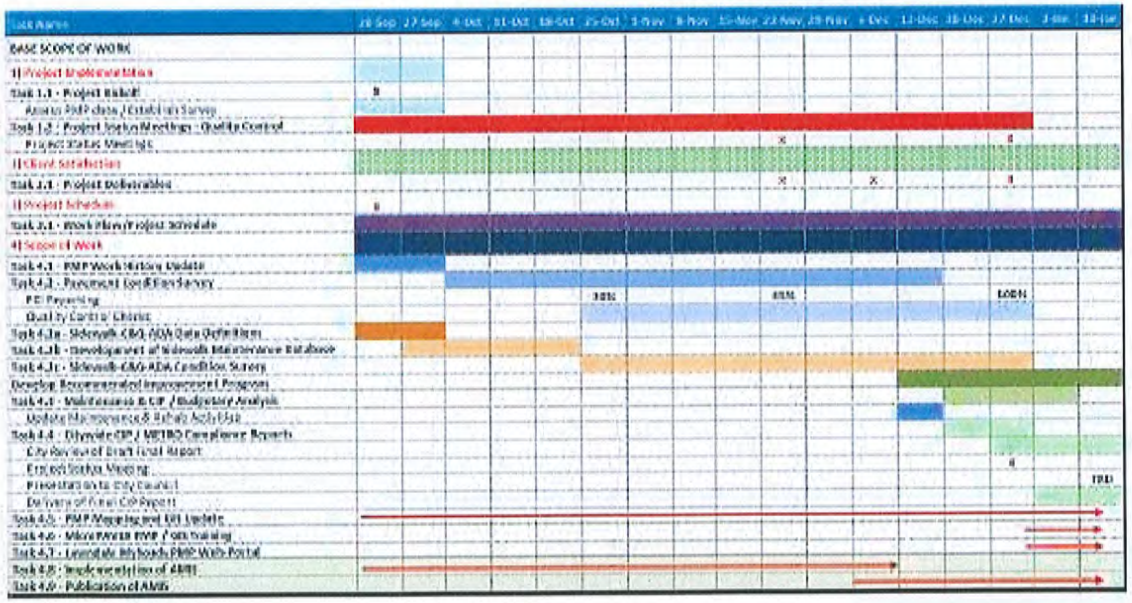
SCHEDULE OF PERFORMANCE

Project Schedule

Our Critical Path Method (CPM) project schedule shows each major task identified in our scope of work, as well as quality control milestones and meetings. Our Principal will oversee all aspects of the project schedule including annual accountability, adjustment and management. Our Project Manager will support the project schedule and management through weekly updates and internal project meeting.

Bucknam will start and complete the PMP project within five months from the notice-to-proceed. Our Critical Path Method (CPM) project schedule shows each major task identified in our scope of work, as well as quality control milestones and meetings. See key milestone dates from the project schedule below:

- Notice-to-Proceed, Project Kickoff – September, 2021
- Survey Completion – November, 2021
- Delivery of draft PMP – December, 2021
- City comments returned to Consultant – January, 2022
- Delivery of City CIP Final Report – January, 2022
- Delivery of City Sidewalk/ROW Asset Report – January 2022
- Publication of Lawndale AMIS – GIS web-portal – January 2022



This is a proactive schedule that will ensure that the City receives all necessary PMP deliverables twenty-two (22) weeks from the notice-to-proceed.

ORGANIZATIONAL CERTIFICATE OF

INCORPORATOR OF

BUCKNAM INFRASTRUCTURE GROUP, INC.,

A CALIFORNIA CORPORATION

The undersigned Incorporator, named in the Articles of Incorporation of the above named corporation, in order to record certain actions taken in connection with the organization of this corporation, pursuant to the powers conferred upon the undersigned by Section 210 of the Corporations Code of California, does hereby certify as follows:

ARTICLES FILED

The original Articles of Incorporation of this corporation have been filed in the Office of the California Secretary of State. A certified copy of the Articles, showing the filing date and corporate number, will be inserted in the minute book upon receipt from the Secretary of State.

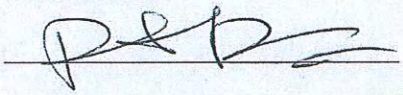
BYLAWS

The Bylaws for the regulation of the affairs of this corporation, consisting of twenty-three (23) pages, are hereby adopted as the Bylaws of this corporation. The Secretary of this corporation is hereby authorized and directed to see that a certified copy of the Bylaws is kept at the principal office of this corporation.

NUMBER AND APPOINTMENT OF DIRECTORS

The number of Directors authorized by this corporation is one (1).

The following persons are hereby appointed as the First Directors of this corporation until their resignation, removal or their successors are duly elected pursuant to the Bylaws:

Director's Name	Signature Accepting Appointment	Effective Date of Acceptance
Peter Bucknam		June 21, 2011.

The First Directors are hereby vested with the powers of further organization and direction of this corporation, effective upon their acceptance of this appointment.

CORPORATE SEAL

A seal for the corporation is hereby adopted consisting of two concentric circles with the names "BUCKNAM INFRASTRUCTURE GROUP, INC." in the outer circle and the words and figures, "INCORPORATED" and "CALIFORNIA" and the date of incorporation in the inner circle, in the form and figures as follows:

(Affix seal here.)

SHARE CERTIFICATE

The form of share certificate attached hereto is hereby adopted as the share certificate for the corporation.

PRINCIPAL OFFICE LOCATION

The location of the principal office for the transaction of the business of this corporation, until hereafter changed by subsequent action of the Directors, is as follows:

3548 Seagate Way
Suite 230
Oceanside, California 92056.

ELECTION OF OFFICERS

The following persons are hereby elected to the offices set forth opposite their names:

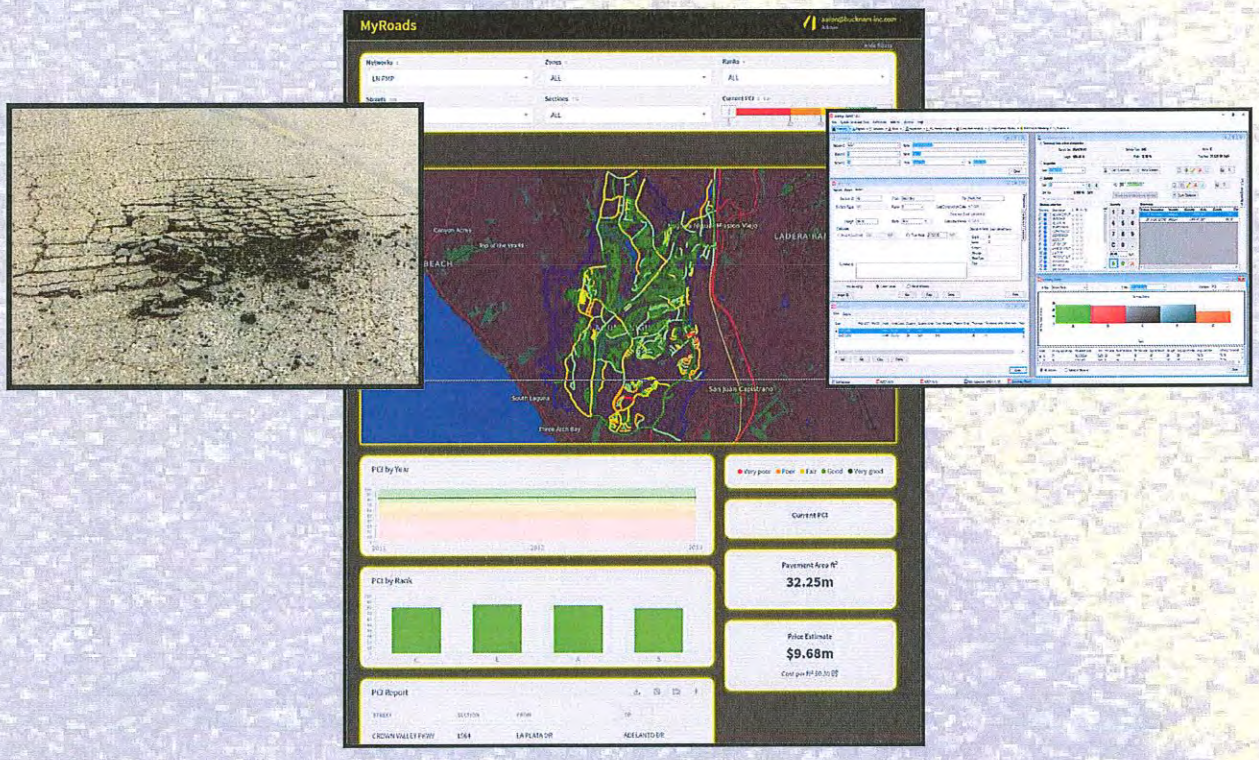
Office	Name	Monthly Salary
President	Peter Bucknam	To Be Determined;
Secretary	Peter Bucknam	To Be Determined;
Chief Financial Officer	Peter Bucknam	To Be Determined.

REQUEST FOR PROPOSAL TO PROVIDE ENGINEERING SERVICES FOR 2021 PAVEMENT MANAGEMENT SYSTEM

City of Lawndale, CA
August 10, 2021

Submitted by:

Bucknam Infrastructure Group, Inc.



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Section **Page**

August 10, 2021

Mr. Julian Lee
Director of Public Works
City of Lawndale
4722 Manhattan Beach Blvd.
Lawndale, CA 90260

Subject: **Proposal to Provide Engineering Services for 2021 Pavement Management System**

Dear Julian:

It is our pleasure to submit our qualifications to assist the City in continuing the proactive management of your Pavement Management Program (PMP). With the City of Lawndale's PMP moving toward automation through the use of MicroPAVER, pavement/sidewalk condition inspections, Capital Improvement reporting (CIP), and GIS development, *Bucknam Infrastructure Group, Inc.* has identified a proactive and cost efficient method to assist the City in the continued success of the PMP program. Our team will focus our high-end pavement management expertise, ASTM D6433 certified "walking" survey methodology and GIS technology to optimize the City's management of this essential infrastructure management program.

Our PMP implementation services will be provided through cost-conscience pavement inspections, annual work history updates, additional CIP reporting, alternative budgetary reporting, GIS assessment/integration and general database management. Our firm is unique in that we provide:

- Relevant and accurate PMP services based on our ongoing work with numerous Los Angeles, Orange County and San Diego local agencies such as:
  - **27 Los Angeles County local agencies; 30% of LA County local agencies (e.g., El Segundo, Gardena, Rancho Palos Verdes, Lynwood, Long Beach, Compton, Lomita)**
  - 16 Orange County local agencies;
  - 12 San Diego/Inland Empire local agencies; and
  - Army Corps of Engineers ASTM D6433-20 compliant surveying, reporting and pavement analysis on an annual basis;

- Our project manager has worked within the SoCal Pavement Management industry for over twenty (20) years and has worked extensively with MicroPAVER and StreetSaver PMP software's through turn-key data conversion projects to long-term, proactive pavement CIP scheduling that relies on accurate and cost-efficient bid documentation;

- Project/engineering experience that brings the understanding that MicroPAVER results are not set in stone; we proactively use the available data to enhance budget forecasting and CIP/O&M project planning;

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

As Project Manager, my goal is not just to meet the requirements of this project but establish a living document (Arterial & Local pavement CIP submittal) that will be used throughout the term of the CIP as well as implement achievable long-term infrastructure management goals in coordination with City schedules.

Offeror: Bucknam Infrastructure Group, 3548 Seagate Way, Suite 230, Oceanside, CA 92056; Company FID # 45-2723662

Mr. Steve Bucknam, P.E. (Principal) will be responsible for project oversight (steve@bucknam.net). Mr. Peter Bucknam (Project Manager/Lead) will be providing day-to-day operational and management services; he is authorized to sign the agreement for this contract. He can be contacted at 760-216-6529 (work) 714-501-1024 (cell) or email at peter@bucknam-inc.com.

By selecting *Bucknam Infrastructure Group, Inc.*, the City of Lawndale will gain a strong, knowledgeable, innovative, and communicative team with the experience to implement a cost-effective pavement management program. Our handpicked pavement management professionals are committed to delivering quality services to the City. We have already scheduled time for your project and eagerly await our kick-off meeting with City staff and you.

The City's RFP is incorporated in its entirety as part of our proposal and all information submitted within our proposal is true and correct. Our proposal is valid for one-hundred twenty (120) days. We have received all necessary addendums associated with the City's RFP.

Respectfully submitted,

Bucknam Infrastructure Group, Inc.

Peter J. Bucknam
President/Project Manager

Executive Summary / PMP Project Philosophy

As the City of Lawndale infrastructure matures, the City's staff is striving to update the City's Pavement Management Program (PMP) through cost effective condition surveys, METRO compliance, engineering unit cost evaluation, Arterial CIP and Local "neighborhood" budgetary reporting and work history updates within the PMP MicroPAVER database. **Bucknam's experience through adherence to scope, schedule and cost have proven itself over the past twenty-two (22) years of PMP service to over 70 Public Works departments throughout Southern California.**

The City requires a team that will continue to not only resurvey the defined sections using cost-conscious methodologies but will create a comprehensive program. This includes the enhancement of your multi-year PMP CIP, neighborhood maintenance, educational training, efficient data for PS&E bid document preparation, GIS links to the PMP and the knowledge of the inner workings of the PMP software. Bucknam will provide these services through our proactive and accurate implementation of your PMP; we will address the City's primary goals of:

- Validating Lawndale pavement segmentation, GIS segmentation and section attributes;
- Assessment of current master plans, ongoing/future projects in order to establish coordinated/streamlined internal municipal projects ;
- Enhancing the Lawndale PMP database with 2016 to 2021 work history data entries;
- Surveying 45 miles of Arterial, Collector, Local and Alley streets (+ 86 miles of sidewalks); provide variance PCI reporting based upon 2016 PCI's vs. 2021;
- Publishing PMP data through MicroPAVER and the City's IT/GIS Enterprise;
- Generating 2021 Pavement Condition Index (PCI) ratings for each segment;
- The development of a long-term maintenance / CIP recommendations (five (5) minimum)
    - Developing a proactive 10-yr preventative slurry seal maintenance / overlay rehabilitation schedules based on existing capital funding;
    - Establishing community/neighborhood maintenance cycles for greater ROI;
    - Establishing solid recommendations for current / future maintenance needs;
- Recommending alternative maintenance budgets that demonstrate realistic return-on-investments (ROI), i.e. Scenarios 1, 2, 3, "actual" budget model, maintain PCI model, etc.

Key / Critical PMP Issues and Solutions

Every PMP is unique and carries key elements that need to be assessed, qualified and solved. Bucknam approaches each unique project with no assumptions or canned solutions. From the beginning of the project, Bucknam will assess the City's existing PMP database for its quality, quantitative data, segmentation, previous Final Reporting, GIS segmentation (if any) and budgetary history to ensure that all possible issues are identified.

Common issues, such as the following items, are typical when an local agency transitions from one team to another:

City PMP segmentation issues

- PMP linear footage vs. GIS segment length;
- City boundary / street ownership;
- Public vs. Private street clarification; missing streets;
- Incorrect "from – to" / misspelled streets / naming conventions;
- Segment attribute data (i.e. lane count, zones, rank);

Solution – Prior to survey Bucknam will perform a thorough assessment and data research of available City/County data, high frequency communication with City staff to resolve missing data; on-site research and assessment; Use of AI SF Calculations

- **Work history / historical inspection data**
  - Lack of qualified work history

Solution – Prior to survey Bucknam will Identify missing or incomplete work history; provide on-site research of existing as-built data, plans, .pdf's, GIS data.

- **Geographic Information System data**
  - Lack of one-to-one match between PMP database and GIS segmentation;
  - Missing GIS line work / public street representation;
  - Missing alley data;
  - City boundary – GIS errors;
  - Missing Section ID or mismatching Section ID to PMP database;

Solution – prior to survey Bucknam will provide high communication with Public Works and GIS-IT staff to identify available data, resources and relevant GIS data to correct missing attributes..

These proven solutions have produced over 500 successful PMP's throughout southern California since 1997!

Project Approach

We have defined detailed phases to our approach and scope of work (Tasks 1 thru 4);

1. Project Implementation; 2) Client Satisfaction; 3) Project Schedule; 4) PMP Plan

1) Project Implementation

TASK 1.1: Management & Administration - Project Kickoff

The first step in implementing a successful pavement / asset management program truly resides in frequent communication and timely scheduled data updates. For the City of Lawndale it will be essential to establish, up front, the Public Works/Engineering pavement management priorities.

Our team will set a Project Kickoff meeting to further discuss and review in detail the expectations of the project, technical approach to the PMP, section ID management & 45 miles of street surveys, METRO compliance, review of schedule, data quality and condition, current pavement procedures, historical expenditure levels, and desired service levels

Deliverable: Meeting minutes, revised project schedule (if necessary)

TASK 1.2: Project Status Meetings - Quality Control Program

Status Meetings and Progress Reports

- Minimum of three meetings during the project (kickoff, field, and status meetings) – minimum of eight (8) hours; Field review meetings; Monthly progress status reports will be delivered to City project manager.

Quality Control (QC)

We will use a statistical sampling approach for measuring the quality of our field technician's work. In this manner, 10 percent of the original annual surveys will be re-surveyed by an independent survey crew, supervised by a field supervisor, and the results will be compared to the original surveys (this will include 4.5 miles of arterial/local/alley QC). Our QC process involves checking the field crews' work in a "blind study" fashion. Quality control checks will be performed at the end of each survey week. This will ensure that all field personnel are properly collecting distresses and pavement quantities for all street segments.

PCI variance reporting will be performed where previous PCI data will be compared to newly inspected 2021 PCI data; if PCI's vary more than ten (10) points per year Bucknam staff will assess the potential cause through unrecorded work history, accelerated pavement deterioration, etc. Bucknam will record/log any discrepancies between the previous and current PMP databases (any corrections/changes to the database shall not be made without prior City staff approval).

Since we are collecting distress information on our field Tablets with the Lawndale PMP database live, our staff will perform several quality control tests within the pavement management software using a sample set of the City of Lawndale's street distress data.

This will ensure that all system and analysis settings as well as City recommendations and standards are being followed. **Over the past two years, Bucknam has submitted fifty (50) METRO/OCTA compliant reports for LA and Orange County municipalities, they include:**

Orange - Los Angeles County PMP Clients		
La Habra Heights	Alhambra	El Segundo
Duarte	Culver City	Lomita
Rancho Palos Verdes	Palmdale	Glendora
Signal Hill	Pomona	Sierra Madre
Monterey Park	Hermosa Beach	South Pasadena
Compton	Lynwood	Norwalk
Monrovia	Rosemead	Bellflower
La Verne	Covina	South Gate
Gardena		
Brea	La Palma	RSM
Costa Mesa	Orange	Tustin
Laguna Hills	Laguna Beach	Westminster
Fountain Valley	San Juan Capistrano	La Habra
Huntington Beach	San Clemente	Fullerton

Our surveys follow the accepted ASTM D6433 procedure requirements. A copy of the QA/QC plan utilized by our staff during the project will be submitted along with the PMP certification documents. Our staff attends the OCTA PMP Distress Training Classes held in each year, 2011 thru 2021.

In February 2021 our staff was acknowledged as "qualified inspectors and firm" to prepare PMP's compliant with the OCTA Countywide Pavement Management Guidelines (this certification/compliance runs through June 2023).

Additionally, Bucknam was selected in July, 2021 to perform a 10-year Pavement Management Plan analysis on ALL 35 Orange County local agencies PMP's.

2) Client Satisfaction

TASK 2.1: Project Deliverables

Shown throughout our Scope of Work, each Task is summarized with project deliverables. Client satisfaction will derive from frequent communication with the Project Manager and key staff members from the Public Works and Engineering departments. Project success is created by delivering on three main factors;

1. Adherence to scope tasks and deliverables
2. Performing to the standard set by the Project Schedule; and
3. Controlling costs. Our Project Manager will follow each of these factors throughout the duration of the project

3) Project Schedule

TASK 3.1: Work Flow / Project Schedule

Our project schedule shows each major task identified in our scope of work, as well as quality control milestones and meetings. Bucknam currently has ample staff to apply to this project in order to meet an aggressive schedule (three field technicians will drive the proactive schedule). Bucknam will start and complete the PMP project within three months from the notice-to-proceed. Our Critical Path Method (CPM) project schedule shows each major task identified in our scope of work, as well as quality control milestones and meetings. See key milestone dates from the project schedule below as well as Section 4 of our proposal:

- Notice-to-Proceed, Project Kickoff – September, 2021
- Survey Completion – November, 2021
- Delivery of draft PMP – December, 2021
- City comments returned to Consultant – January, 2022
- Delivery of City CIP Final Report – January, 2022

Firm Profile and Qualifications

With more than twenty years of managing change, *Bucknam Infrastructure Group, Inc. (S-Corp)* is committed to building stronger relationships with government organizations through frequent communication and team building. We build long-term partnerships with agencies that expect and require accuracy, efficiency, and integrity in all aspects of community services. Our experienced staff is committed to ensuring that immediate and long-term goals are met and are a top priority in the development of pavement management, infrastructure management, financial, geographic information systems (GIS), and facility management projects.

Our full-service Infrastructure Management - GIS Division provides comprehensive engineering and infrastructure management services, as well as database management, pavement / ROW field inspection services, and GIS automation and management. Our staff consists of registered civil engineers; former Director of Public Works-City Engineers and maintenance specialists who can help implement solutions based upon your specific facility/infrastructure needs and will provide assistance through each step of your project.

Our extensive professional service offerings include:

Regarding Pavement Management Programs, our firm is currently assisting 45+ local agencies comply with LA County and Orange County pavement reporting requirements.

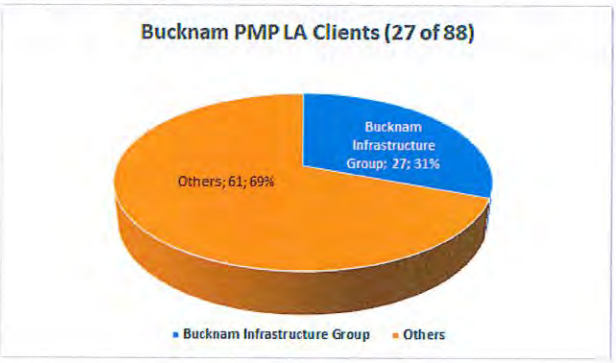
Pavement-CIP Management (PMP)	Public Works Management
Pavement Data Conversion	ADA Self-Evaluation/Transition Planning
Pavement Condition Surveys	GASB 34 Compliance/Reporting
PMP Assessments / Software	Intranet GIS Implementation
PMP/GIS Deliverables	Contract GIS Services
ArcGIS Online Apps / Tool Development	Traffic Control Device / Sign Inventory
Public Right-of-Way Inventories	Maintenance Management Programs
PMP OCTA - Compliance Reporting	Record Retention / Scanning Services
Digital Roadway Imaging / Survey	Utility GIS Services

Regarding Pavement Management Programs, our firm is currently assisting 45+ SoCal local agencies comply with the County pavement reporting requirements. In addition to the extensive knowledge and experience of our infrastructure management professionals, Bucknam provides a broad scope of administrative, inspection, construction management, civil engineering, and GIS services to public agencies. The extensive experience of Bucknam's staff, coupled PMP service to more than 100 cities and other public agencies, assures our clients that the firm is a broad based resource with an understanding of today's infrastructure issues and knows how to provide the necessary solutions to public agencies in today's complex governmental environment.

We bring a wealth of experience to the City through our successful track record, pavement management knowledge through application, and relationship building through trust and adherence to schedule. We look forward to working with you on your project. Our handpicked management professionals are committed to delivering quality services to the City. **Our office are located in Oceanside, CA 3548 Seagate Way, Suite 230 (10 employees).**

Delineation Narrative of Bucknam Infrastructure Group's Strengths

As Bucknam approaches twenty-two (22) years of pavement management experience, our firm is distinct and unique in the fact that we have continued to improve upon our long-term local agency client based throughout Los Angeles County. Building and establishing long-term client relationships through PMP management is a clear delineation of our professional services.



Bucknam's experience and qualifications directly related to this project and other key delineation strengths include:

- Working with 27 of the 88 Los Angeles County local agencies in the past two years (31%);
- Staff / Firm is certified through OCTA and MTC for use and management of MicroPAVER;
- Bucknam now implements Fuscoe's Cloud-based Artificial Intelligence (AI) Learning Technology to calculate all pavement section AC/PCC SF quantities;
- Focused managers / field technicians that perform infrastructure management services at cost-competitive rates and deliver quality products;
- Local presence (Oceanside office) allows our firm to be on-site to respond Lawndale requests and needs;
- Incorporation of MyRoads™ – PMP mapping (web-based access/use); requires no GIS software to view your PMP online (See Task 4.7 within Scope of Work);
- Proven economic ROI regarding long-term Pavement CIP's recommendations, clients, implementation, maintenance applications and increased PCI's; for example:
    - **13 years with Culver City (PCI increase from 59 to 71);**
    - **20 years with Huntington Beach (PCI increase from 63 to 79);**
    - **22 years with Ontario (PCI increase from 62 to 83);**
    - **10 years with Costa Mesa (PCI increase from 73 to 85);**

4) PMP Plan - Scope of Work

TASK 4.1: PMP Work History Update

Based on the pavement maintenance and rehabilitation activities that have been performed over the past five years through City staff (as well as contractual CIP projects) our staff will review all street activities. This data will be entered into MicroPAVER to enhance weighted PCI's and the recommendations for the upcoming budgetary analysis and CIP reporting.

PAVEMENT ASSESSMENT AND CONDITION INVENTORY

TASK 4.2: Conduct Pavement Condition Survey

First and foremost, the assessment of the City's pavement segmentation is one of the key priorities for this project. With five years between major inspections it will be essential to verify that all Arterial, Collector and Local segmentation is up-to-date and that section SF quantities are verified, accurate and reliable. This will be completed by utilizing the Bucknam-Fuscoe cloud-based learning technology (AI) to correct quantify square footages for each pavement section (see sample below).

Bucknam (powered by Fuscoe's unique use of cloud-based learning technology technology) allows our staff to provide the AI with the City of Lawndale's most recent aerial image; in doing so, all AC and PCC pavement areas are immediately calculated. This instant calculation is possible due to the cloud-based learning tech's inherent working knowledge of how to recognize pavement surfaces and asphalt types.

This ability will allow Bucknam to obtain the necessary quality control measurements for all Lawndale PMP segments and to perform segment SF variance reports. This will in turn create a more accurate total centerline / square footage of the Lawndale network as well as for each unique pavement segments.

We will review/assess new and/or missing streets previously excluded from the last PMP update and create the necessary segmentation within the Lawndale PMP database + GIS links.

Once the pavement segmentation has been assessed and verified, the necessary 45 miles of Arterial, Collector, Local and Alley inspections will be performed. It is the City's desire to survey all pavement sections this fiscal year.

Our survey methodology will include the following approach based on the ASTM D6433 guidelines:

1. **Walking** - All sections are surveyed through "two-pass test" walking methodologies. AC/PCC distress types will be collected based upon actual surface conditions and physical characteristics of the segment.

Surveying methods will be conducted by remaining consistent with ASTM D6433-20 & the Army Corp of Engineers AC/PCC sampling guidelines while being flexible to current City requirements.

All sample locations are observed through walking surveys; samples areas will cover a minimum of 20% of the total section area and will be 2,500 SF +/- 1,000 SF in size. According to the City's RFP the following pavement sections are to be surveyed for the upcoming 2021 PMP update:

- The inspection of approximately 45 centerline miles of Arterial / Collector, Local and Alley segments will be performed;
- Recent overlay rehabilitation will reduce total mileage of survey – TBD;

Our use of Tablet-based units allows our staff to collect pavement data with the City of Lawndale's PMP database live in the field. At the end of the day all electronic data is transferred to our office for quality control and management.

Roadway Verification Survey - A listing of the field attribute data that is updated/verified during the survey for the pavement management database is listed below:

2. **Field Attribute Data (updated and/or verified)**
   - ❖ From/to, indicating the assigned limits of the section, sample test areas, street name
   - ❖ Historical PCI tracking from previous inspections and 2021 PCI inspections
   - ❖ Segment rank, length, width, and total true area of the section
   - ❖ Pavement segment and PCI "Variance" analysis and report
3. **Conditional data will be evaluated for all street segments and will include:**
   - ❖ MicroPAVER 20 AC & 19 PCC distresses by type, severity and sample area
   - ❖ Sampling/conditional data pulled from within edge-of-pavement to edge-of pavement
   - ❖ PCI ratings (0-100), taking into account the surface condition, level of distress
4. **Section Distress and PCI Reporting**

   Upon 50% and 100% completion of the required condition surveys, we will prepare draft PCI Reports and PCI GIS maps that document the conditions of all pavement segments.

SIDEWALK ASSESSMENT AND CONDITION INVENTORY

TASK 4.2a: Sidewalk / Curb & Gutter / ADA Ramp GIS Digitization

Per the City's RFP's request, Bucknam has provided below a detailed Sidewalk-C&G / ADA Condition scope of work. Based upon the City's approximate 45 miles of streets we are estimating that the City has 86 miles of sidewalks defined within its network (90% of the network having sidewalks on both sides of the street).

Bucknam will establish a clear and accurate citywide Sidewalk / ADA Ramp GIS layer that represents where known sidewalk locations exist today (polyline based); ADA ramps will be point-located. This work effort will include the assessment and improvement of all existing sidewalk GIS line work, existence/absence of ADA ramp locations. This establishment of the Sidewalk / ADA GIS layers will in turn drive our conditional inspections.

Our staff will utilize the City's available pavement segmentation data, within the Lawndale pavement database, to improve upon the sidewalk segmentation, unique sidewalk ID, survey limits and schedule data. Our staff will utilize additional data such as the City's GIS centerline, aerial imagery and other viable data to assist our field operations.

In improving upon the Sidewalk Management Program (SMP) database, sidewalk locations will be digitized through ArcGIS Desktop utilizing available aerial imagery, completed street improvement plans and digital roadway imagery. Sidewalk "gaps" will be located/noted. Sidewalk distress data (trip hazards) will be collected through the use of mobile GPS hand-held units, providing a XY coordinates for all distress locations. Through the use of our enhanced ESRI GIS Collector units we utilize the data capture screen to record inventory and inspection data defined by this scope of work.

Another essential data collection item to establish prior to survey is what defines sidewalk displacement/trip hazards for potential maintenance and repair. These displacement locations will be categorized with low, medium or high deficiency ratings. These details are shown within Tasks 4.2b & 4.2c; as stated above, we will meet with City staff to define the final deficiency rating definitions prior to survey.

Deliverable: Definition of Lawndale Sidewalk Section network, inventory attributes, GIS data integration plan

TASK 4.2b: Development of Sidewalk Maintenance Database

Based on previous sidewalk management programs performed for various cities, we have provided the list below demonstrating typical layers and attributes collected during sidewalk inspections:

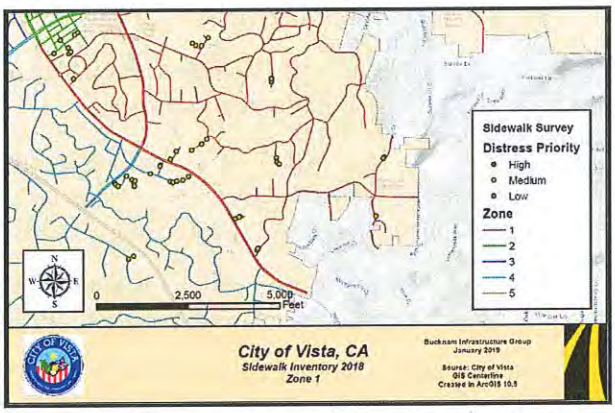
Sidewalk Distresses Attributes / GIS Data

- House Number – House number closest to distress, if applicable;
- Street Name – Street Name;
- Surface Type – i.e. AC, Brick, Paver, PCC;
- Distress Material Location – sidewalk, C&G, Ramp;
- Vertical displacement – i.e. ¼" to 1", 1" to 2", 2" or higher
    - Displacement ranges – Defined by City's current Sidewalk Inspection Program (may be changed per discussions with City);
    - Distress Type – i.e. joint faulting, linear cracking, divided slab, buckled slab;
- Sensitive Location – Schools, Parks, City Facilities, etc. Locations to be determined by City Staff;
- Tree – If distress is caused by a tree;
- Utility Box – If distress is caused by a utility box;

- Utility label/type, if any;
- Length – Length of distress, if applicable;
- Recommended Work – i.e. Grind, Ramp, Replace;
- MicroPAVER ID – Unique ID that corresponds with PMP Street GIS Layer;
- Any hazards or sidewalk damage that may not meet requirements of repair to be noted for future inspections;
- Field notes (if applicable) and inspection date associated with distress priority location;
- Comments – Field for any necessary comments about the distress.

We will finalize each GIS layer's attributes with the City staff before beginning the survey process. Bucknam will deliver all GIS data in the City's preferred GIS format.

Through our experience in working with sidewalk GIS datasets and MicroPAVER we are approaching the development and future management of the Lawndale sidewalk assessment in the following manner:



Sample screenshot of Sidewalk data collected and imported into the City of Vista GIS

- Perform all sidewalk data collection/condition assessment through the use of mobile GPS driven hand-held technologies and personal computers.
  - This creates a real-time, accurate GIS database for each distress location
- Publish collected sidewalk GIS data into the City's existing GIS Enterprise for field use, data analysis, reporting and management

TASK 4.2c: Sidewalk / Curb & Gutter / ADA Ramp Condition Survey

Once the street/pavement segmentation has been assessed and verified, the inspection of approximately 86 miles of sidewalk segments will be performed. Data will be assessed/collected by following the pavement segment breakdown established within the PMP; both sides of the street will be captured. Our survey methodology will include the following approach:

- **FY 2021 – citywide sidewalk survey (86 miles);**
  - **Distress data collected will utilize the attributes shown within Task 4.2b**

The City has initially identified specific displacement deficiency ranges which are demonstrated below; any recommended changes to the distress rating limits will be discussed prior to survey:

- Rating 1 – (Fair), Locations that have a condition of Fair to Good or where the problem is not a safety hazard

- Typically trip, separation, spalling,, raised/depressed slab distress areas that are ¼" to 1" in occurrence;

- Rating 2 – (Poor), Locations that have a condition of Poor or any location which the field technician considers to be an immediate serious safety concern
  - Typically trip, separation, spalling, raised/depressed slab distress areas that are 1" to 2" in occurrence;

- Rating 3 – (Very Poor), Locations that have a condition of Very Poor or where the field technician determines that a problem is not an immediate safety concern
  - Typically trip, separation, spalling, raised/depressed slab distress areas that are 2" or greater in occurrence;

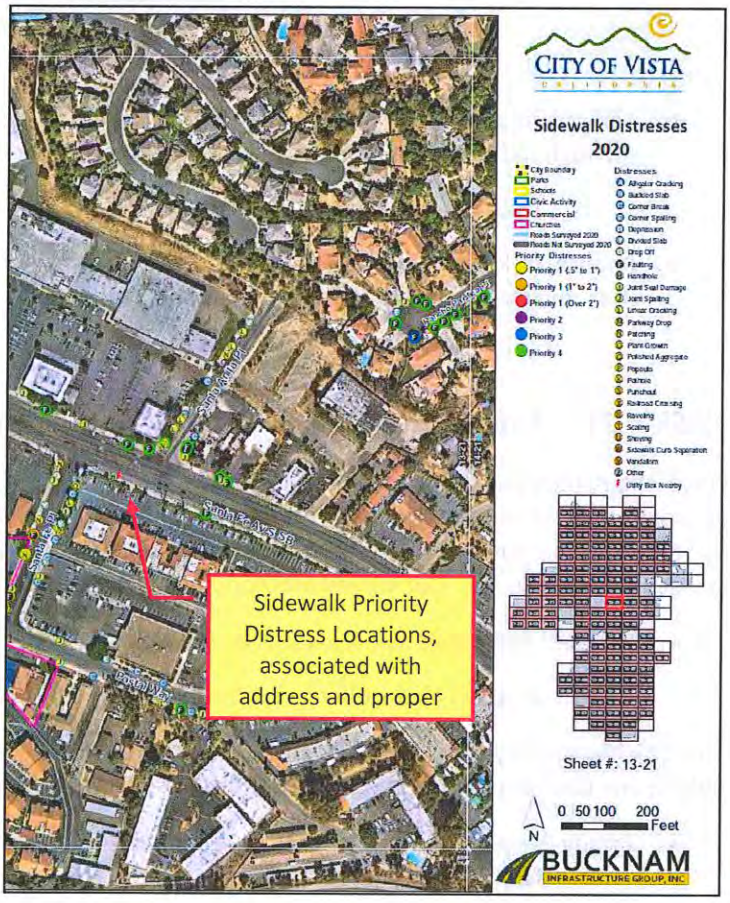
- Rating 4– for "vicinity of a sensitive location" (i.e. schools, churches, hospitals, senior housing, city facilities, parks, commercial centers, etc.) where pedestrian traffic is high and the City has a vested interest in lowering tripping hazards.
  - Rating can be given for any deficiency location; this places priority onto the location needing repair due to the pedestrian activity at the site.

We welcome staff members from the City of Lawndale to join our surveys.

Our use of mobile **GPS Handheld/Tablet units allows our staff to collect sidewalk data with the City of Lawndale's database live in the field**. At the end of the day all electronic data is transferred to our office for quality control and management. We can produce Sidewalk GIS Distress locations at any time during the survey for City QC and/or review.

Section Distress and Condition Reporting

At 50% and 100% Bucknam will generate Sidewalk / ADA Ramp Location/Distress Reports for City staff review. The City and our staff will review these reports to ensure that all inventory data is correct and the project is running smoothly.



Sidewalk Priority Distress Locations, associated with address and proper

Sidewalk spreadsheet reports and GIS maps will include:

- Identification of all street segments in a continuous manner (W to E and S to N);
- Sidewalk locations identified within street segments;
- GIS maps identifying sidewalk displacement locations;
- A Sidewalk M&R recommendation map
- Citywide Sidewalk/ADA Ramp Atlas Book

Attributes of Distresses

FID	Shape *	NAME	ID	SIZE	TREE	TYPE	ST_SIDE	LENGTH_FT	AREA_SF	RECOMMEND	TRIP_FALL	COMMENTS
1323	Point	ESHELMAN AVE	132	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	
1324	Point	ESHELMAN AVE	132	Greater than 1 inch	No	Depressed Slab	East	0	220	Replace	High	
1325	Point	ESHELMAN AVE	132	Less than 1 inch	No	Linear Crack	East	4	0	N/a	N/a	
1326	Point	ESHELMAN AVE	132	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	
1327	Point	ESHELMAN AVE	132	Less than 1 inch	No	Depressed Slab	East	0	22	Replace	Low	
1328	Point	ESHELMAN AVE	132	Less than 1 inch	Yes	Linear Crack	East	5	0	Grind	Low	
1329	Point	ESHELMAN AVE	132	Less than 1 inch	No	Crushed Slab	East	0	15	Replace	N/a	
1330	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Displaced Slab	East	4	0	Grind	High	
1331	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Joint spalling	East	1	0	N/a	High	
1332	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Displaced Slab	East	4	0	Grind	High	
1333	Point	ESHELMAN AVE	133	Less than 1 inch	No	Joint spalling	East	2	0	N/a	N/a	
1334	Point	ESHELMAN AVE	133	Greater than 1 inch	Yes	Displaced Slab	East	0	25	Replace	High	
1335	Point	ESHELMAN AVE	133	Less than 1 inch	No	Linear Crack	East	8	0	N/a	N/a	
1336	Point	ESHELMAN AVE	133	Less than 1 inch	Yes	Displaced Slab	East	4	0	Grind	Low	
1337	Point	ESHELMAN AVE	133	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	replace immediately

Sample screenshots of Sidewalk Inventory report and GIS output

Deliverable: Citywide Sidewalk Distress Reports (50% and 100% status reports); Recommended repairs; GIS Distress/Deficiency maps.

DEVELOP RECOMMENDED IMPROVEMENT PROGRAM

TASK 4.3: Maintenance & CIP/Budgetary Analysis

We will assist the City in developing the most cost-effective preventative maintenance, repair and rehabilitation strategies possible. This will be accomplished by meeting with the City to discuss and strategize maintenance activities that are currently being used by the City. Based on the City's current AC & PCC applications, Geotech reports and other maintenance practices used we will conduct an historical and prospective analysis on the conditional and financial impact these practices have on the pavement network.

We will establish/update the Lawndale MicroPAVER maintenance "decision tree" that will be used to generate pavement recommendations that match current fiscal year maintenance approaches/City practices. This will be accomplished by assessing/updating the unique and individual PCI ranges and deterioration curves within PMP software based on functional class (i.e. arterial, collector, local) and age. Our staff will review the Lawndale's deterioration curves that have been developed based on historical pavement condition, inspection, surface type, and road class.

All maintenance practices/unit costs will be integrated into the PMP and will be derived from the most recent construction bids for pavement rehabilitation. We will account for inflation rates when long-term revenues projections are made. Our Project Manager and Principal will work closely with City in defining repair and rehabilitation strategies for each fiscal year as well as establish PMP zones

for the street/alley networks. Once the repair/rehabilitation strategies have been defined, the identification of a five year Forecasted Maintenance schedule will be generated.

The recommended budget scenarios will be identified on the basis of several criteria:

- Assessment and review of the City's Pavement CIP
- Present pavement conditions; Desired levels of service and available resources
- Projected / Forecasted PCI's per section
- Cost benefit of individual strategies (minimum of three (3) scenarios)
- Scheduling with the City's major CIP projects (water, sewer, etc.)
- Budgetary recommendations that satisfy METRO guidelines
- Local "Neighborhood" fiscal year reporting/improvement scheduling
- Future routine maintenance needs based on projected deterioration rates

The primary emphasis of this task is to maximize the scheduling of street maintenance using the most cost-effective strategies available and taking into account a life-cycle cost analysis.

TASK 4.4: Citywide CIP / METRO Compliance Reports

We will deliver the Final Report to the City which will be essential for staff reference / use as well as presented in a way that is beneficial for elected officials/upper management. **This report will assist the City in complying with METRO.**

The report will be prepared in a format that uses the information delivered by the PMP database in conjunction with the information and analysis performed by our team. The report will provide the City with information on:

- Current inventory and pavement conditions indices (PCI) for all road classes
- Projected annual rehabilitation programs for street maintenance for a 10-yr period (ARTERIAL, LOCAL and ALLEY Forecast Maintenance Reports) that show the largest return on investment and acceptable levels of service;
- Modeling and comparison of at least five (5) budget scenarios that typically include:
  - Future PMP conditions based upon historical funding levels;
  - Identification of annual funding to maintain current after 10-years;
  - Increase current PCI within 10-years;
  - Gradual, Frontloaded, Constrained and Unlimited funding analysis;
- Strategies and recommendations for the City's maintenance programs and procedures, including a preventative maintenance schedule;
- Publication of five budget scenarios within MyRoads™ (Bucknam web-portal/dashboard);
- Supporting documentation required by METRO;

- A detailed breakdown of deferred maintenance (backlog); and
- Quality Management Plan document.

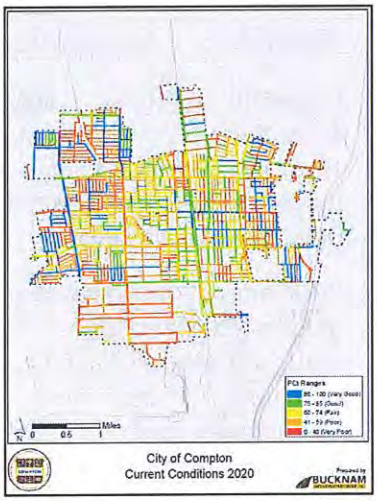
Our recommendations will provide guidance to the City on how to implement better preventative maintenance / rehabilitation strategies and/or increase funding through PMP data examples. We will make a presentation of the results from the 2021 PMP update to City personal and/or City Council if necessary-pro bono.

Registered Engineer

Mr. Steve Bucknam, P.E. will review all completed data and sign a final report incorporating the results of our pavement evaluation and conditions. We will provide recommendations for pavement rehabilitation and replacement design based upon field data and analysis.

TASK 4.5: PMP Mapping and GIS Update

As an enhancement and proactive approach to this project, our staff will implement and publish a Pavement-GIS link between the PMP database and the City's GIS system. Bucknam will utilize the City's existing GIS centerline file as a starting point for developing the layer. By using the unique segment ID's within the PMP and the City's ESRI street shapefile ID's, we will verify a one-to-one match for each pavement section in the GIS. All pavement segmentation within the PMP database will be mirrored within the Lawndale GIS layer which will allow all pavement data to be published on the GIS layer. With a completed survey and we will update the PMP-GIS layer with all final PCI data.



The maps described below will be incorporated into the City's Final PMP report:

- PCI values for every section;
- Work History identifications;
- 10-yr proposed Arterial / Local Rehabilitation and Slurry Seal Programs; and
- Functional classification maps

Our staff will coordinate all project deliveries with the Public Works and the GIS division to ensure that the most current and accurate PMP-GIS maps are represented within the City's GIS enterprise. Sample 2021 Compton-GIS PMP map above.

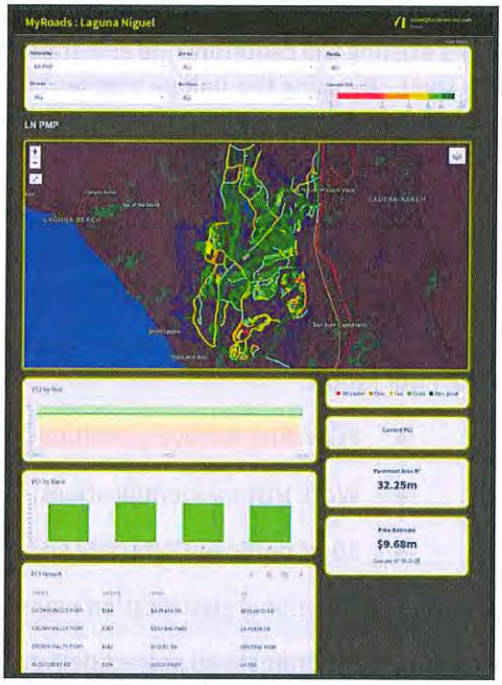
TASK 4.6: PMP / GIS Training

PMP Training

With PMP software use being one of the key components to a successful PMP implementation, we will provide City staff with quality, certified training and the necessary skills needed to maintain the PMP. Bucknam will provide City staff with all collected pavement/GIS data, as well as updated operation manuals for both field data collection and software use.

Peter Bucknam and staff will conduct comprehensive training sessions covering PMP implementation, PMP methodologies, field survey practices, PCI calculations, MicroPAVER use, editing/updating the database, MyRoads™, budget needs analysis, and how to publish PMP data to GIS. Training typically involves one (1) day of training on the MicroPAVER software and GIS linkages. There is no minimum or maximum amount of people that can be trained under this methodology.

TASK 4.7: Lawndale MyRoads™ PMP Web-Portal



Lawndale MyRoads™ Web-Portal – Bucknam's proprietary option of MyRoads™ is a great match for the Lawndale PMP today and the future. **This option brings your PMP data to life within a dynamic PMP dashboard!**

Bucknam now provides all our PMP clients with a unique and agency driven "MyRoads™" web-portal that provides instantaneous access to your pavement management database. This "dashboard" allows users to toggle through individual sections via GIS mapping selections, zone queries, rank selection, PCI ranges, etc. to review all section metrics, latest/previous inspections, work histories generate filtered PCI reports and identify potential maintenance costs based upon your unique needs.

Bucknam has shown above a current MyRoads™ account actively working! This tool will be accessed by City staff simply through a Username/Password methodology. As changes are made to the Lawndale PMP database the MyRoads™ dataset is changed to reflect work history edits, PCI inspections and section changes.

In summary, MyRoads™ allows the user perform the following dynamic functions:

- Query specific pavement segment(s) to view current/historic PCI, work history inspection;
- Filter for pavement sections within a defined zone, PCI range and/or functional class;
- Select a pavement section or grouping of section through the on-board GIS tool;

- Enter slurry, overlay & reconstruction unit costs to determine preliminary cost of maintenance and resulting citywide PCI
    - Display critical street / sidewalk / ROW assets along pavement section(s) that are critical to Engineering Bid development and solicitation (ADA ramps, utilities, manholes, trees, etc.
- Displays all final GIS project maps (PCI, work history, 10-yr forecasted maintenance, etc.)
- Bucknam will train Lawndale staff on the simply use of the MyRoads™ dashboard

4) Scope of Work (Asset Management Information System - Major Tasks)

Our firm specializes in turn-key Public Works GIS integration and publications utilizing existing GIS Enterprise sources available at the City as well as management enhancements that track and provided valuable Operation & Maintenance data (i.e. streets, Water, Sewer, Signs, etc.). Bucknam will serve as the "go-to" GIS staff for the City's Public Works and will champion the assessment, recommendation and implementation of the following GIS services:

- Phase I – Assessment of Available GIS data (Task 4.8 & 4.9);
    - Preparation of Asset Management Information System (AMIS) technical memorandum that will identify/summarize:
        - Attribute data, findings/recommendations, and;
        - GIS geocoding/integration strategies for each available PW asset;
    - City Review and Approval of AMIS;
    - Publication of cloud-based GIS Management tool (ArcGIS Online)
    - GIS staff augmentation (on-site and off-site)
- Phase II (Technical Support) - Core GIS Annual Updates (Public Works Department);
- Phase II (Optional) - Special GIS Projects (Public Works Department, as-needed projects);

TASK 4.8: Implementation of AMIS – GIS (Phase I)

As more and more local agencies rely on digital GIS "go-to" sources, the City has recognized the need to establish a common-sense, effective Asset Management Information System (AMIS) Program within Public Works. Due to availability and low-cost GIS options that are available today for implementing a Public Works department GIS Program, we have described below our proven and successful approach that will allow Lawndale staff to access, query and manage your infrastructure assets, records and maps through ESRI ArcGIS Online.

Recognizing that the GIS system is critical to day-to-day operations within the City and its Public Works department, an initial assessment of available City and County GIS data is needed.

Initially, Bucknam will gather all available GIS data (streets, water, etc.) and identify various GIS "data needs" (i.e. traffic signals, street lights) that are to be published within the AMIS. These assets will include:

Lawndale Asset Data Collection	
Pavement Management	Storm Drain System*
Water Infrastructure and SCADA	Traffic Signals & System*
Sewer Infrastructure	City Owned Street Lights*
Street Signs/Traffic Control marking/Traffic Data*	Street Trees*
** indicates that no GIS-based data is available*	
Street Signs and pavement markings will be completed in Nov. 2021	

A major deliverable resulting from our review of available Lawndale GIS data, software and management methodologies will be the preparation of a AMIS technical memorandum that will provide the City with the following:

- Identification of all available Lawndale GIS data (sourced by the City and/or County)
- General findings regarding data quality, quantity, usefulness and application;
- Recommendations for the AMIS cloud-based GIS program;
- Data schema and server side file network mapping; and
- Operations & Maintenance of AMIS program / annual support

With City's approval of the technical memorandum implementation goals combined with our experience of executing turn-key GIS solutions for local agencies, Bucknam will identify and publish all viable and essential Public Works GIS data to ArcGIS Online.

TASK 4.9: Publication of AMIS – GIS & Training (Phase I)

With the approval of the City GIS project management team, Bucknam will initiate the GIS Management efforts to implement and oversee the Lawndale GIS (LGIS). This will include the implementation of the City's purchased ESRI ArcGIS Online software (we have demonstrated the annual license cost with our proposed fee). This integration will allow the City to immediately access all existing GIS data stored and maintained by the City's Public Works department as well as other known GIS layers (i.e. available County of Los Angeles GIS data such as Parcels, Planning, city boundary, street centerline, aerial imaging, etc.).

Bucknam staff will assist in the importing of this data and create a live, internal GIS web service through ArcGIS Online that will grant Public Works staff (and other key departments) access to GIS. These services will be considered Phase I of the project and will allow staff to begin using viable GIS Public Works data that exists today. Implementation services will start in September in and will be completed by January 2022.

Relevant PMP Project Experience

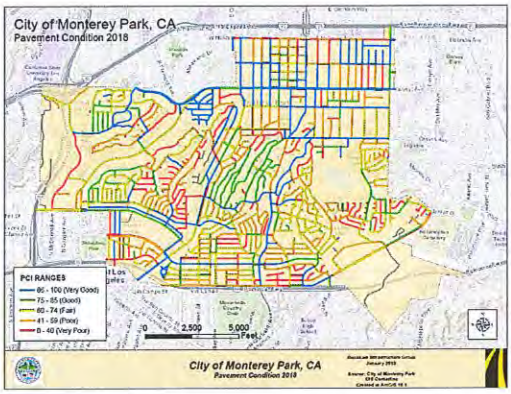
The following project experience presents our description of work, its relevance in completing similar projects for numerous other agencies, Prop. A & C, METRO compliance, OCTA Measure M & M2 PMP experience, PMP software training expertise, and the broad knowledge of our pavement project team. Our project team brings over 75 years of public/private engineering and data management experience to the South Pasadena. This includes over 500+ PMP projects covering turn-key projects, simply training of Agency staff with pavement management methods, County Measure/Proposition compliancy, financial strategies and Capital Improvement Programs.

Over the past twenty-two years, we have worked on numerous projects similar to Lawndale's current PMP project. We have listed five (5) similar "long-term" pavement management projects that cover the same task descriptions as listed in your RFQ:

Bucknam Infrastructure Group, Inc.

Pavement Management Program-GIS, City of Monterey Park (2015-20)

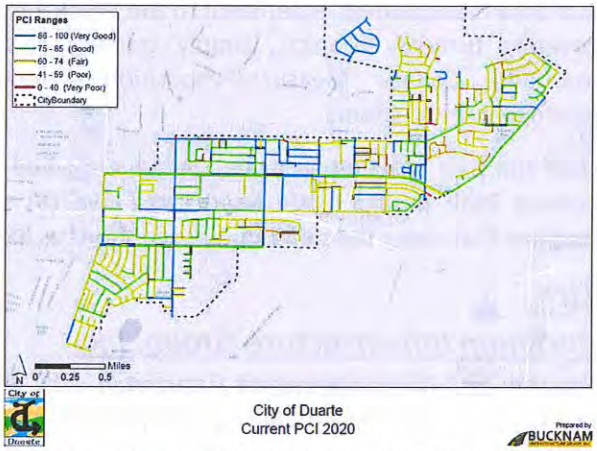
Mr. Frank Lopez, Public Works Director/City Engineer - (626) 307-1323; 320 West Newmark Ave., Monterey Park, CA 91754 (flopez@montereypark.ca.gov)



Since 2015 Bucknam has been contracted to perform a citywide pavement management inventories for the City of Monterey Park. Our initial project consisted of a complete turn-key effort in "re-segmenting" the City's PMP network, converting previous PCI inspection data, performing an ASTM D6433-18 based survey, conversion and implementation of StreetSaver and PMP-GIS integration. Additionally, our services included a complete evaluation of the City's PMP budget, short-term and long-term budgetary analysis (Actual, Maintain and Recommended budgets) and GIS services that linked the City's StreetSaver database to the City's GIS enterprise**. Since the project completed Bucknam has provided annual PMP support services to the City. Bucknam was recently selected in 2019 to perform another citywide PMP update.**

Citywide Pavement Management Program-GIS, City of Duarte (2018-2021)

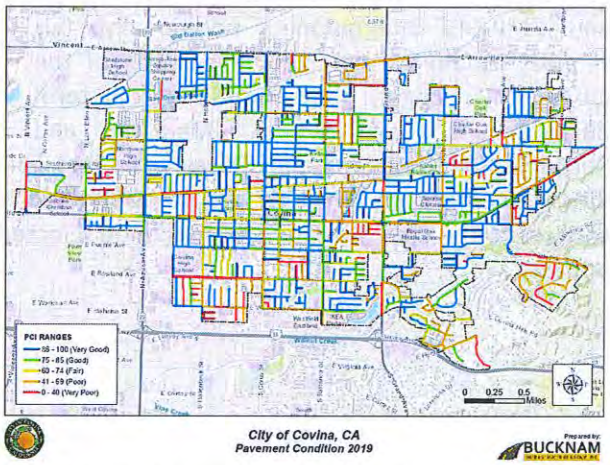
Mrs. Amanda Hamilton, Public Works Manager - (626) 357-7931 ext. 233; 1600 Huntington Dr., Duarte, CA 91010 (ahamilton@accessduarte.com)



Since 2018 Bucknam has been contracted to perform a citywide infrastructure management inventories for the City of Duarte. Our initial project consisted of a complete turn-key effort in "re-segmenting" the City's pavement management network, converting previous PCI inspection data, performing an ASTM D6433-18 based survey, implementation of MicroPAVER and PMP-GIS integration. Additionally, our services included a complete evaluation of the City's PMP budget, short-term and long-term budgetary analysis (Actual, Maintain and Recommended budgets) and GIS services that linked the City's MicroPAVER database to the City's GIS enterprise. **Since the project completed Bucknam has provided annual GIS support services to the City.**

Citywide Pavement Management Program – GIS, City of Covina (2019)

Mr. Rafael Fajardo, City Engineer - (626) 384-5489; 125 East College Street, Covina, CA 91723-2199 rfajardo@covinaca.gov



During the summer of 2019, Bucknam was contracted to perform a citywide pavement management inventory for the City of Covina. This project consists of a complete turn-key effort in "re-segmenting" the City's PMP network, converting previous PCI inspection data, performing an ASTM D6433-18 based survey, implementation of MicroPAVER and PMP-GIS integration. Under this initial project, Bucknam developed a citywide forecast maintenance report to determine what level of funding is necessary to maintain today's conditions. Another critical deliverable was the PMP-GIS layer and MyRoads application which allowed staff to review the study findings as well as develop preliminary PS&E projects/schedules.

Citywide Pavement Management Program–GIS, City of Norwalk (2013-21)

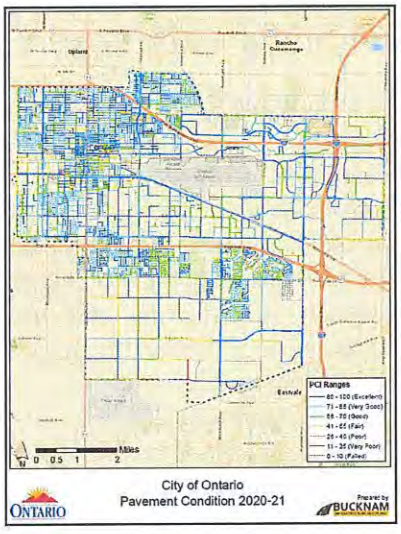
Mr. Glen Kau, Director of Public Services - (562) 929-5700; 12700 Norwalk Boulevard, Norwalk, CA 90650 gkau@norwalkca.gov

Bucknam was recently selected in 2020 to perform another citywide PMP update. Historically, In 2013, Bucknam was contracted to perform a citywide pavement management inventory for the City of Norwalk. This project consisted off a complete turn-key effort in "re-segmenting" the City's PMP network, converting previous PCI inspection data, performing an ASTM D6433 based survey, implementation of MicroPAVER, complete evaluation of the City's PMP budget, short-term and long-term budgetary analysis (Actual, Maintain and Recommended budgets) and GIS integration.

Citywide Pavement Management Program – GIS, City of Ontario (2001-25)

Mr. Bill Braun, CIP Engineer – (909) 395-2129; 303 East "B" Street, Ontario, CA, 91764 bbraun@ontarioca.gov

Bucknam was recently selected for the 2020 PMP update and will be assisting Ontario with their PMP through 2025! Historically, Bucknam was contracted with the City in 2004 for Pavement Management services and has performed annual PMP updates for the past 17 years. Mr. Peter Bucknam has served as the City's consultant PMP Project Manager since 2001. Our annual pavement inspection and reporting services for the City's Engineering and Operations PMP has led to yearly, proactive increases in both the City's Arterial and Local conditions (i.e. PCI of 65.3 in 2004 and a PCI of 82.8 in 2019).



Project Team – Key Staff

The *Bucknam* pavement management team's local agency expertise is demonstrated through:

- Our experience of managing pavement projects over the past twenty (20) years;
- Assisting cities comply with County PMP Propositions/Measures
- Implementing MicroPAVER throughout Southern California
- Extensive Los Angeles, Riverside, Orange, San Diego and Inland Empire PMP project management experience;
- Our understanding of public works projects from the "city/agency" side through City Engineer and Public Works Director experience;
- Implementing a realistic, proactive and sustainable PMP methodology that matches your agencies needs and goals.

No key person designated to this project will be removed or replaced w/o prior written consent from the Agency

Bucknam will bring our extensive experience to the Lawndale by building upon our knowledge and understanding of your PMP goals. Mr. Bucknam's pavement team includes ten (10) dedicated, qualified managers and field technicians that have served under his management for over twenty years on PMP projects. His team of inspectors will update your PMP through sound Army Corps of Engineers – MicroPAVER inspection methodologies. Mr. Bucknam's experience covers the management and implementation of infrastructure management programs that exceeds 55,850 miles of pavement for more than 75 cities and 500+ PMP projects.

Bucknam – Key Project Team / Experience

STEVE BUCKNAM, P.E., Senior Project Manager, will be responsible for the overall performance of the project, day-to-day management and provide quality assurance review. Mr. Steve Bucknam is a licensed Civil Engineer (LIC #20903) and will oversee all tasks for this project. Mr. Bucknam is a former Deputy City Manager for Public Works and City Engineer of Norwalk, and City Engineer in Arcadia and Pacifica, California. He has over 45 years of professional experience and has managed street maintenance, reconstruction and improvement programs.

PETER BUCKNAM, Project Manager, has managed numerous pavement management projects over the past 22 years in the Southern California region and will be the Project Manager for Lawndale's PMP project. Within this time he has served as project manager for seventy agencies in the Southern California. Peter is committed to the project from the receipt of the notice-to-proceed through completion and furthermore he is a PMS software trainer on MicroPAVER/StreetSaver and performed numerous training sessions for local agencies. **He has performed over 50 training workshops covering software's such as MicroPAVER, StreetSaver and CarteGraph. Our niche team of PMP experts allows our Project Manager and staff to survey the network in six (6) weeks and deliver the Final PMP Report prior to the Agency's deadline.** He brings his expertise to cities through converting, implementing, updating, and enhancing pavement management programs; this covers 20+ years (12 with Bucknam Infrastructure Group, 5 with Bucknam & Associates and 5 with Berryman and Henigar).

Mr. Bucknam will bring new, fresh and proactive recommendations to this project and will identify realistic program management and fiscal goals to assist the Agency in its upcoming CIP. Lawndale will to receive recommendations that are sound and achievable, rather than timid or unrealistic.

AARON SUTTON, GIS Manager, will oversee all GIS and PMS data migration prior and during the project. He drives all GIS creation, PMS mapping, editing and deliverables for the project and is our key staffer for the ArcGIS Online web-hosting services that we provide. Mr. Sutton has been involved with over 55 pavement management projects within San Bernardino, Riverside, LA, San Diego and Orange counties.

SHAUN RUSSO, Lead Field Technician, will be the lead field surveyor for this project. His responsibilities will include surveying, quality control, and working with our management staff ensuring the updated PMP database is complete. He has been involved with over 62 pavement management projects and brings his wealth of PMP software, GIS and inspection experience to this project. **Shaun is a certified ASTM D6433-20 inspector.**

TIM FENNESSY, Field Technician, will be a supportive field surveyor for this project. His responsibilities will include surveying, quality control, and working with our management staff ensuring the updated PMP database is complete. He has been involved with over 35 pavement management projects and brings his wealth of PMP software, GIS and inspection experience to this project. **Tim is a certified ASTM D6433-20 inspector.**

AARON COHODAS, Field Technician, will be a supportive field surveyor for this project. His responsibilities will include surveying, quality control, and working with our management staff ensuring the updated PMP database is complete. Mr. Cohodas has been involved with over 21 pavement management projects and brings his wealth of PMP software, GIS and inspection experience to this project. **Aaron is a certified ASTM D6433-20 inspector.**

With three technicians on this project that are trained in the Army Corps of Engineers survey methodology and available to begin work immediately; our survey schedule will be expedited.

Our team will be able to survey the entire 45 miles of pavement/sidewalk within six (6) weeks' time due to our familiarity with the Lawndale PMP network/area, experience, availability and man-power.

Peter J. Bucknam / Project Manager
Director of Infrastructure Management – GIS

EDUCATION

B.A., Geography – Urban Planning, San Diego State University, 1997

PROFESSIONAL DATA

Member, American Public Works Association
Member, Maintenance Superintendents Association
Chair, Transportation Committee, Inland Empire Report Card (ASCE) – 2005/06 & 2008/09
Co-Chair, Member APWA Committee for Street and Technology 2003-2015
Certificate of Professional Development – ASTM D6433-18; MicroPAVER
Certificate of Completion – OCTA MicroPAVER / StreetSaver Distress Training (2011 thru 2022)
NASSCO – Certificate, National Pipeline Assessment Certification Program (PACP)

QUALIFICATIONS / EXPERIENCE OVERVIEW

Peter Bucknam is an expert in infrastructure project management, pavement management-training, planning, resource management, implementation and program management. He has over twenty years' experience in the area of Geographic Information Systems and infrastructure asset management. Mr. Bucknam has managed a wide range of infrastructure project tasks including the collection and input of infrastructure survey data, preparation of Public Works capital improvement program projections and reports, infrastructure/software needs assessments, GIS/GPS data collection, data conversion and quality control.

Mr. Bucknam has performed infrastructure management services to over 70+ local agencies and is currently serving as project manager for numerous pavement management programs throughout Southern California. He has personally served as project manager for 300+ PMP projects throughout Riverside, San Bernardino, San Diego, Orange and Los Angeles counties. He has worked with over 10, Inland Empire County cities, 25 Los Angeles cities and he is currently working with 15 of the 34 Orange County agencies regarding Measure M2 MicroPAVER/StreetSaver compliance.

His project level and management experience covers: pavement/sidewalk management, Traffic Control Device Inventories (TCDI), GIS implementation, Traffic Signal surveys, Right-of-Way (ROW) surveys, and ADA survey/compliance. In managing over 200 infrastructure projects in the past sixteen years, Mr. Bucknam has used a diverse amount of software to assist local agencies implement infrastructure management programs and GASB 34. These programs include MicroPAVER, MTC StreetSaver, LambdaTech's GPSVision, CartéGraph, ESRI products, Crossroads, Lucity, Energov, Spillman, GBA Master Series, and MapInfo.

Prior to joining *Bucknam Infrastructure Group, Inc.*, Mr. Bucknam served as Director of Infrastructure Management-GIS with an Engineering consulting firm where he managed numerous public works infrastructure/ROW projects ranging from surveying, maintenance life-cycles, cost & benefit analysis, financing and construction cost estimating. This included researching, surveying, converting and implementing multiple phase pavement management projects which provided better management practices, data efficiencies and GIS functionality within local governments and maintenance facilities. In addition, he provided technical (software) support for the on-going citywide PMS projects as well as developing capital improvement plans/budgets for integrating Tablet-GIS data management functionality into future maintenance efforts.

SAMPLE OF PETER BUCKNAM'S PROJECT MANAGEMENT EXPERIENCE (1997-2021)

- 2021 OCTA Pavement Management Plan (10 Year Study - OCTA
- 2021 Pavement Management Program, City of Lake Elsinore
- 2021 Pavement Management Program, City of Bellflower
- 2021 Pavement Management Program, City of Indian Wells
- 2021 Pavement Management Program, City of Solana Beach
- 2021 Pavement Management Program, City of Barstow
- 2021 Sign Inventory Program, City of Norwalk
- 2021 Pavement Management Program, City of San Juan Capistrano
- 2021 Pavement Management Program, City of La Habra
- 2021 Pavement Management Program, City of Gardena
- 2021 Pavement Management Program, City of Menifee
- 2021 Pavement Management Program, City of Duarte
- 2020 Pavement Management Program, City of Pomona
- 2020 Pavement Management Program, City of Covina
- 2020 Pavement Management Program, City of Redlands
- 2020 Pavement Management Program, City of Lomita
- 2020 Sign / Pavement Management Programs, City of National City
- 2020 Sign / Pavement Management Programs, City of Murrieta
- 2020 Pavement Management Program, City of Brea
- 2020 Pavement Management Program, City of Tustin
- 2020 Pavement Management Program, City of Compton
- 2020 Pavement Management Program, La Cresta HOA, Temecula
- 2020 Pavement Management Program, City of Glendora
- 2020 Pavement Management Program, City of La Palma
- 2020 Pavement Management Program, City of Laguna Beach
- 2020 Pavement Management Program, City of Sierra Madre
- 2020 Sidewalk / Pavement Management Programs, City of Lynwood
- 2020 Pavement Management Program, City of Alhambra
- 2020 Pavement Management Program, Inland Empire Utilities Agency
- 2020-25 Pavement Management Program, City of Orange
- 2020-23 Pavement Management Program, City of Fullerton
- 2020-25 Pavement Management Program, City of Ontario
- 2020 Pavement Management Program, City of Huntington Beach
- 2020 Pavement Management Program, City of La Verne
- 2020 Pavement Management Program, City of Monrovia
- 2020 Pavement Management Program, City of Norwalk
- 2020 Sign Inventory Program, City of Aliso Viejo
- 2020 Pavement Management Program, City of South Pasadena
- 2020 Pavement Management Program, City of Westminster
- 2019 Pavement Management Program, City of Rialto
- 2019 Pavement Management Program, City of Palmdale
- 2019 Pavement Management Program, City of El Segundo
- 2019 Citywide GIS Operation & Maint. Services, City of Duarte
- 2019 Citywide GIS Operation & Maint. Services, City of Paso Robles
- 2019 Pavement Management Program, City of Fountain Valley

C. Stephen Bucknam, Jr., P.E., Principal-in-Charge

EDUCATION

B.S., Civil Engineering, Loyola University of Los Angeles, 1967
M.S., Environmental Engineering, Loyola University of Los Angeles, 1972

PROFESSIONAL DATA

Registered Professional Engineer, States of California (No.20903) and Washington (No.17310)
California State Community College Teaching Credential
Fellow, American Society of Civil Engineers
Former, City Engineer, Deputy City Manager, City of Norwalk
Member, Board of Directors – Urban Water Institute
Life Member, American Public Works Association
Member, Water Environment Foundation
Member, University of California Irvine, Civil & Environmental Engineering Affiliates
Honorary Member, Chi Epsilon

EXPERIENCE OVERVIEW

Over forty years' experience in the administration, management, planning, design and construction management of public works and development programs and projects including: water and wastewater projects, pavement management programs, transportation, drainage, including: program management, master planning, infrastructure planning and maintenance programming, environmental studies, street, highway, alley, storm drain, water and sewer system design, rate studies, emergency planning, facilities design, groundwater studies, wells, reservoirs, site studies, pump stations, lift stations, intergovernmental negotiations and agreements, hydrology, treatment facilities, building design, grants, regulatory permitting, system appraisals, R/W negotiations, acquisitions and documentation, project management, production control, operations studies, capital improvement programming and budgeting, hydroelectric projects, underground utilities, assessment districts, surveying, mapping, legal testimony to public boards, commissions and councils, and direction of technical advisory committees to joint powers agencies and water districts.

Transportation / Streets – Highways - Traffic

Served as Contract City Engineer for the City of Arcadia responsible for long range advanced planning of the City's transportation engineering program. Directed the preparation of the City's Transportation Master Plan which identified, consistent with the City's General Plan the transportation related needs under these requirements so of AB 1600 nexus constraints.

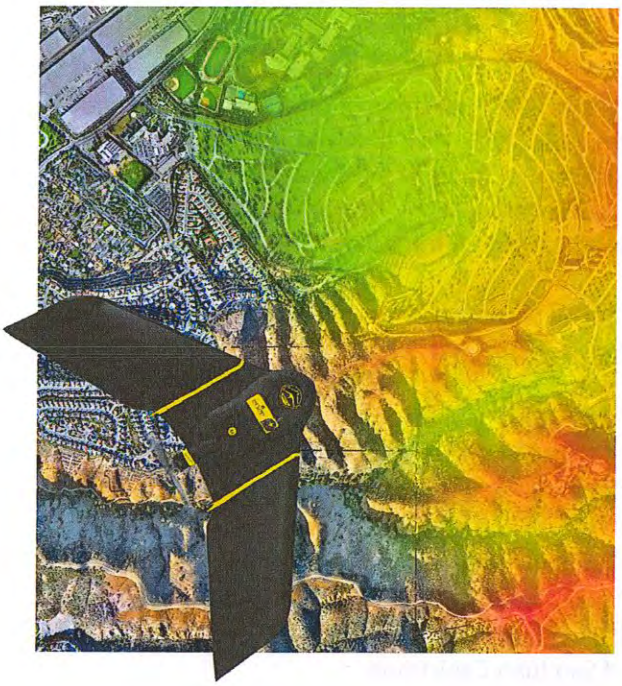
Acted as Principal in charge over a Pacific Coast Highway (SR-1)/Newport Boulevard (SR-55) interchange, City of Newport Beach. Project involves a study of various alternatives, conventional and unconventional, for improvements to the existing interchange.

Restraints include limited right-of-way, environmental challenges (e.g., Newport channel bridge widening, "Arches" liquor store and restaurant property acquisition, and existing bridge aesthetics), and potential hazardous waste issues. Alternatives were evaluated and selected to include in the PSR. Included project coordination with various agencies and sub consultants, and oversight of concept geometries, cost estimating, and report preparation.

Conceptual study, Project Study Report, and Project Report for I-710/Firestone Boulevard interchange modification and Firestone Boulevard improvements for City of South Gate. Also involved a feasibility study which included preparation of a traffic study, conceptual plans for several types of interchanges, construction cost estimates, and preliminary Caltrans Project Study Report. Prepared ISTEA National Highway System funding application for authorization and appropriation. Coordination with Caltrans District 7.

Mr. Bucknam has served as the working Principal / Civil Engineer for all pavement management related projects that Bucknam has performed. This includes projects listed below:

- 2021 OCTA Pavement Management Plan (10 Year Study - OCTA
- 2021 Pavement Management Program, City of Lake Elsinore
- 2021 Pavement Management Program, City of Bellflower
- 2021 Pavement Management Program, City of Indian Wells
- 2021 Pavement Management Program, City of Solana Beach
- 2021 Pavement Management Program, City of Barstow
- 2021 Sign Inventory Program, City of Norwalk
- 2021 Pavement Management Program, City of San Juan Capistrano
- 2021 Pavement Management Program, City of La Habra
- 2020 Pavement Management Program, City of Gardena
- 2020 Pavement Management Program, City of Menifee
- 2020 Pavement Management Program, City of Duarte
- 2020 Pavement Management Program, City of Lomita
- 2020 Sign / Pavement Management Programs, City of National City
- 2020 Sign / Pavement Management Programs, City of Murrieta
- 2020 Pavement Management Program, City of Brea
- 2020 Pavement Management Program, City of Tustin
- 2020 Pavement Management Program, City of Compton
- 2020 Pavement Management Program, La Cresta HOA, Temecula
- 2020 Pavement Management Program, City of Glendora
- 2020 Pavement Management Program, City of La Palma
- 2020 Pavement Management Program, City of Laguna Beach
- 2020 Pavement Management Program, City of Sierra Madre
- 2020 Sidewalk / Pavement Management Programs, City of Lynwood
- 2020 Pavement Management Program, City of Alhambra
- 2020 Pavement Management Program, City of Orange
- 2020 Pavement Management Program, City of Fullerton
- 2020 Pavement Management Program, City of Ontario
- 2020 Pavement Management Program, City of Huntington Beach
- 2020 Pavement Management Program, City of La Verne
- 2020 Pavement Management Program, Inland Empire Utilities Agency
- 2020 Pavement Management Program, City of Monrovia
- 2020 Pavement Management Program, City of Norwalk
- 2020 Sign Inventory Program, City of Aliso Viejo
- 2020 Pavement Management Program, City of South Pasadena
- 2020 Pavement Management Program, City of Westminster
- 2019 Pavement Management Program, City of Rialto
- 2019 Pavement Management Program, City of Palmdale



EDUCATION

- BA, Geography
  California State University Fullerton

REGISTRATIONS/CERTIFICATIONS

- GIS Instructor, Santiago Canyon College
- GIS Advisor, USGBC LEED Regionalization, Pacific Chapter
- FAA Remote Pilot - sUAS
- FAA Section 333 UAV Exemption
- FAA Sport Pilot License (pending)

AFFILIATIONS

- Association for Unmanned Vehicle Systems International (AUVSI)

PATENTS

- US Patent No. US 10,297,074 B2
  Three-Dimensional Modeling from Optical Capture

FEI TEAM MEMBER SINCE 2004

MIKE IJAMS

TITLE Geospatial Technology Manager | OFFICE Irvine, CA

Mike brings a unique cross section of skills, expertise and innovation as the leader of Fuscoe's GIS & Technology team, which provides specialized services that enhance and complement Fuscoe's civil engineering work. An avid aviator, Mike spearheaded Fuscoe's UAV drone program which captures aerial imagery and processes it into 3D point cloud and topographic surveys. In addition to drone services, Mike's main specialties are Geographic Information Systems and 3D visualization. He uses both to facilitate communication between designers, clients and the public, and to clarify design intent, resulting in streamlined project approval. Mike's relevant project work includes:

- **Rancho Guejito Aerial Tree Survey** - UAV aerial tree survey of 23,000 acres in San Diego County. Artificial Intelligence is being used to assess, count and sort trees and classify special vegetation.
- **City of Lake Forest Street Pavement Assessment** - Fuscoe provided image capture and processing of arterial streets in Lake Forest. Artificial intelligence was used to analyze and identify street pavement conditions. This technology helped the City to prioritize and plan annual street maintenance.
- **Fairmont Miramar Hotel Revitalization, Engineering & Tree Survey** - Fuscoe provided civil engineering, UAV tree/inventory survey, topographic and site surveys, GIS documentation and EIR support. FEI provided UAV 3D Point Cloud imagery of trees, gardens, pools, buildings and surrounding neighborhood.
- **Rancho Mission Viejo PA3 Cow Camp Road Aerial Survey** - Fuscoe provided UAV aerial surveys to help visualize Planning Area 3, the newest ranch-oriented community.
- **Newland Sierra 3D Model & View Simulation** - Fuscoe provided a 3D model and view simulation video of the proposed residential master planned community to help build community consensus.

Additionally, Mike has applied our technology services to numerous projects including, Villas at Fashion Island (monitor and document monthly progress of apartment construction in Newport Center in ultra-high definition 4K video); ARDA Veteran's Cemetery Site Feasibility (video simulation); St. Mary's College Campus Master Plan (topographic survey and aerial imagery), among others. He also established a web-based GIS and file system for the City of Yorba Linda following the Freeway Fire and mudslides.

Mike was instrumental in obtaining Fuscoe's 2019 technology patent. Fuscoe patented its exclusive Three-Dimensional Modeling from Optical Capture. He also served as a Santiago Canyon College instructor, where he taught an Introduction to GIS as part of the College's Survey and Mapping Sciences curriculum.

Project Schedule

Our Critical Path Method (CPM) project schedule shows each major task identified in our scope of work, as well as quality control milestones and meetings. Our Principal will oversee all aspects of the project schedule including annual accountability, adjustment and management. Our Project Manager will support the project schedule and management through weekly updates and internal project meeting.

Bucknam will start and complete the PMP project within five months from the notice-to-proceed. Our Critical Path Method (CPM) project schedule shows each major task identified in our scope of work, as well as quality control milestones and meetings. See key milestone dates from the project schedule below:

- Notice-to-Proceed, Project Kickoff – September, 2021
- Survey Completion – November, 2021
- Delivery of draft PMP – December, 2021
- City comments returned to Consultant – January, 2022
- Delivery of City CIP Final Report – January, 2022
- Delivery of City Sidewalk/ROW Asset Report – January 2022
- Publication of Lawndale AMIS – GIS web-portal – January 2022

This is a proactive schedule that will ensure that the City receives all necessary PMP deliverables twenty-two (22) weeks from the notice-to-proceed.

Fee Schedule

Bucknam Infrastructure Group, Inc. has included a time and materials, not-to-exceed fee for the City's consideration (separate file envelope). Our fee follows the described tasks shown within the Scope of Work. Bucknam will lock in our hourly rates for two-years from the NTP.

As indicated within our fee, all tasks are negotiable.

Standard Hourly Rate Schedule

Category	Rate
Principal	$ 295
Senior Project Manager	215
Senior Engineer / Planner	195
Construction Manager	190
Pavement Management Project Manager	190
Management Analyst	165
Project Engineer / Planner	160
Engineer / Senior Technician / GIS Manager / Senior Inspector	145
Assistant Engineer / GIS Analyst / Inspector	135
CADD Operator	110
Administrative Assistant	100
Field Technician	96
Clerical / Word Processing	80
Forensic Services	Quote

Reimbursables

Mileage	$ 0.67/mile
Subconsultant Services	Cost + 15%
Reproduction	Cost + 15%
Travel & Subsistence	Cost + 15%
Fees & Permits	Cost + 15%
Computer Services (External)	Cost + 15%

Standard Hourly Rates shown will not be changed and/or increased during the contract period

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Quality Management Plan

Quality Assurance / Quality Control

Introduction

When performing data collection in any field, the need for quality control is paramount as it is essential for accurate planning, analysis and design. This is particularly true for collecting pavement distress data for a pavement management program.

The Quality Assurance / Quality Control (QA/QC) Plan establishes minimum quality standards for performance and procedures for update of the pavement management program.

Objectives

This document constitutes a formal QA/QC Plan for the City of Lawndale. It was prepared on August, 2021 and last revised in August, 2021.

Specifically, it is intended for the 2021 Pavement Management Plan Update. The focus is on the collection of network-level pavement distress data (defined by National Cooperative Highway Research Program (NCHRP) Synthesis 401 Quality Management of Pavement Data Collection, as "Network-level data collection involves collection of large quantities of pavement condition data, which is often converted to individual condition indices or aggregated into composite condition indices".

Structure of QA/QC Plan

The following components are addressed in this QA/QC Plan:

- Condition survey procedures used;
- Accuracy required for data collection;
- Inspector qualifications and experience; and
- Safety.

Condition Survey Procedures

The governing document in performing condition surveys for the City of Lawndale is ASTM D6433-20 "Standard Practice for Roads and Parking Lots Pavement Condition Index (PCI) Surveys." Both asphalt concrete (AC) and Portland cement concrete (PCC) pavements are included in this protocol. The following distresses are collected for each pavement type:

Asphalt Concrete	Portland Cement Concrete (Jointed)
1. Alligator (fatigue) cracking	1. Blow-up/Buckling
2. Bleeding	2. Corner Breaks
3. Block Cracking	3. Divided Slab
4. Bumps and sags	4. Durability ("D") Cracking
5. Corrugation	5. Faulting
6. Depression	6. Joint Seal damage
7. Edge Cracking	7. Lane/Shoulder Drop-off
8. Joint Reflection Cracking	8. Linear Cracking
9. Lane/Shoulder Drop-off	9. Patching (large) and Utility Cuts
10. Longitudinal & Transverse Cracking	10. Patching (small)
11. Patching and Utility Cut Patching	11. Polished Aggregate
12. Polished aggregate	12. Popouts
13. Potholes	13. Pumping
14. Railroad Crossing	14. Punchout
15. Rutting	15. Railroad Crossing
16. Shoving	16. Scaling, map cracking and crazing
17. Slippage Cracking	17. Shrinkage Cracks
18. Swell	18. Spalling (corner)
19. Weathering	19. Spalling (joint)
20. Raveling	

For the purposes of this report, Bucknam has demonstrated below how our project team will implement QA/QC procedures during the project.

Our QA/QC plan focuses on the how each pavement inspection is performed, what distresses are collected and ensures that it complies with the OCTA/METRO PMP guidelines.

We have summarized our QA/QC procedures below:

a. **Descriptions of condition survey** - Our staff follows the required Condition Survey Protocols (CPMPG, Chapter 2); our staff assesses each pavement section for the minimum distresses outlined within Chapter 2, page 2-1. Additionally, based on the pavement conditions found, we collect all MicroPAVER/StreetSaver Army Corps of Engineers (ACOE) distresses, if found within the sample sections; for example, if slippage cracking, potholes, etc. are found our survey technicians record the proper information.

b. **How data was collected** - Our surveys follow the OCTA/METRO accepted walking guidelines. All sections that our staff surveys are performed through the walking method. Our staff physically measures the width of every section as well as measure for any square footage adjustment that need to be added or taken away from a sections "true area" (i.e. cul-de-sac, bus pads, street width variances, etc.). Samples taken always include a minimum of 2,500 SF coverage unless specific section limits prohibit this. Arterial section samples utilize a 3,500 SF sample size due to the larger section area (this is within the ASTM D6433-20 sample size calculation. Field crews typically include one individual for residential pavement sections while Arterial (MPAH) routes utilize a two-person crew for safety, traffic control and increases quality control.

c. **Accuracy required for data collection** - We use a statistical sampling approach for measuring the quality of our field technician's work. In this manner, 10 percent of the original surveys are re-surveyed by a different survey crew than the original, supervised by a field supervisor, and the results are compared to the original surveys. Our QC process involves checking the field crews' work in a "blind study" fashion. Quality control checks are performed at the end of each survey week. This ensures that all field personnel are properly collecting section samples, distress types and distress severities for all street segments.

    - When QA/QC issues are found, our staff documents the issues within MicroPAVER's user interface. If distress types found are not within the 97% accuracy our QA/QC is expanded beyond our minimum 10% resurvey to 20% of the original survey

d. **Random and Systematic Re-Inspections** – As described above our staff re-inspects, as a minimum, 10% of the original survey. Per the agencies requests, our staff will submit PCI reports to the agency as project status reports for their review. Agencies will typically review specific pavement sections for PCI accuracy based on recent overlay or slurry seal maintenance; this serves as an initial accuracy check on our surveys (outside Bucknam QC efforts). Additionally, our staff performs "ride-a-long" surveys with local agency staff to build consensus on how our MicroPAVER ACOE surveys are performed, recorded and reported on.

    Random re-inspections will include a representative selection across the following categories:

    - Functional classed (i.e. MPAH, locals);

- Surface types (e.g. AC or PCC);
- Pavement conditions (e.g. good, fair, poor);
- Inspectors;
- Geographical areas, if applicable.

For systematic re-inspections, this could be due to noticed trends such as specific treatment types (e.g. open-graded mixed), a specific inspector or geographical area. In these cases Bucknam continues to utilize a 10% re-inspection policy.

e. **PCI Comparison with Past Surveys** - if previous inspection data is available, new PCI's calculated through the most recent inspections will be compared to previous PCI's. If the variance in PCI is greater than +/- 10 PCI points, these sections will be flagged for further investigation and/or re-inspection.

f. **Schedule of data submittal** – Pending on the City's last major PMP submittal, Bucknam will assist the agency in submitting the following:

- ❖ Master Plan of Arterial Highways (MPAH) routes will be surveyed and reported on at least once every three years
- ❖ Local streets will be surveyed and reported on every three years
- ❖ Corresponding MPAH and local PCI reporting and budgetary reporting will be submitted every two years

g. **Experience of Inspectors** – Bucknam staff have been trained on the use of MicroPAVER and the ACOE MicroPAVER segment calibration and inspection practices. Mr. Peter Bucknam (Project Manager) and essential staff have completed the MicroPAVER Certification of Professional Development courses. All Bucknam field technicians are trained using the ACOE survey methodologies and have passed OCTA's prequalification testing (see below).

Inspector Name	Date of ASTM D6433 Training	Training Conducted by
Shaun Russo	2/21/21	OCTA
Aaron Cohadas	2/20/20	OCTA
Josh Logsdon	2/20/20	OCTA
Cade Bucknam	2/20/20	OCTA

Bucknam Infrastructure Group inspectors have attended formal training on pavement condition distress surveys. This training was conducted prior to performing any work using the ASTM D6433-20 protocols, consistent with OCTA's requirements.

h. **Field data collection safety procedures** – Bucknam field survey techniques utilize the following procedures:

a. All vehicles are properly marked or flagged with appropriate sign markings indicating that a "PAVEMENT SURVEY IS IN PROGRESS"

b. All vehicles have the proper flashing amber light beacons placed on the top of the vehicle to allow for proper visibility and line-of-site warning

c. Large MPAH routes are surveyed using two field technicians to increase traffic control warning and safety

d. While parking or stopping along the survey route, vehicles legally park within the right-of-way or use a parking lot

e. All field technicians wear ANSI – 105 Class II safety vests

1. **Walking** - All sections are surveyed through "two-pass test" walking methodologies. AC/PCC distress types will be collected based upon actual surface conditions and physical characteristics of the segment.

Surveying methods will be conducted by remaining consistent with ASTM D6433-20 & the Army Corp of Engineers AC/PCC sampling guidelines while being flexible to current City requirements.

All sample locations are observed through walking surveys; samples areas will cover a minimum of 20% of the total section area and will be 2,500 SF +/- 1,000 SF in size. According to the City's RFP the following pavement sections are to be surveyed for the upcoming 2021 PMP update:

- The inspection of approximately 45 centerline miles of Arterial / Collector, Local and Alley segments will be performed;
- Recent overlay rehabilitation will reduce total mileage of survey – TBD;

Our use of Tablet-based units allows our staff to collect pavement data with the City of Lawndale's PMP database live in the field. At the end of the day all electronic data is transferred to our office for quality control and management.

Roadway Verification Survey - A listing of the field attribute data that is updated/verified during the survey for the pavement management database is listed below:

2. **Field Attribute Data (updated and/or verified)**
   - From/to, indicating the assigned limits of the section, sample test areas, street name
   - Historical PCI tracking from previous inspections and 2021 PCI inspections
   - Segment rank, length, width, and total true area of the section
   - Pavement segment and PCI "Variance" analysis and report
3. **Conditional data will be evaluated for all street segments and will include:**
   - MicroPAVER 20 AC & 19 PCC distresses by type, severity and sample area
   - Sampling/conditional data pulled from within edge-of-pavement to edge-of pavement
   - PCI ratings (0-100), taking into account the surface condition, level of distress
4. **Section Distress and PCI Reporting**

   Upon 50% and 100% completion of the required condition surveys, we will prepare draft PCI Reports and PCI GIS maps that document the conditions of all pavement segments.

SIDEWALK ASSESSMENT AND CONDITION INVENTORY

TASK 4.2a: Sidewalk / Curb & Gutter / ADA Ramp GIS Digitization

Per the City's RFP's request, Bucknam has provided below a detailed Sidewalk-C&G / ADA Condition scope of work. Based upon the City's approximate 45 miles of streets we are estimating that the City has 86 miles of sidewalks defined within its network (90% of the network having sidewalks on both sides of the street).

Bucknam will establish a clear and accurate citywide Sidewalk / ADA Ramp GIS layer that represents where known sidewalk locations exist today (polyline based); ADA ramps will be point-located. This work effort will include the assessment and improvement of all existing sidewalk GIS line work, existence/absence of ADA ramp locations. This establishment of the Sidewalk / ADA GIS layers will in turn drive our conditional inspections.

Our staff will utilize the City's available pavement segmentation data, within the Lawndale pavement database, to improve upon the sidewalk segmentation, unique sidewalk ID, survey limits and schedule data. Our staff will utilize additional data such as the City's GIS centerline, aerial imagery and other viable data to assist our field operations.

In improving upon the Sidewalk Management Program (SMP) database, sidewalk locations will be digitized through ArcGIS Desktop utilizing available aerial imagery, completed street improvement plans and digital roadway imagery. Sidewalk "gaps" will be located/noted. Sidewalk distress data (trip hazards) will be collected through the use of mobile GPS hand-held units, providing a XY coordinates for all distress locations. Through the use of our enhanced ESRI GIS Collector units we utilize the data capture screen to record inventory and inspection data defined by this scope of work.

Another essential data collection item to establish prior to survey is what defines sidewalk displacement/trip hazards for potential maintenance and repair. These displacement locations will be categorized with low, medium or high deficiency ratings. These details are shown within Tasks 4.2b & 4.2c; as stated above, we will meet with City staff to define the final deficiency rating definitions prior to survey.

Deliverable: Definition of Lawndale Sidewalk Section network, inventory attributes, GIS data integration plan

TASK 4.2b: Development of Sidewalk Maintenance Database

Based on previous sidewalk management programs performed for various cities, we have provided the list below demonstrating typical layers and attributes collected during sidewalk inspections:

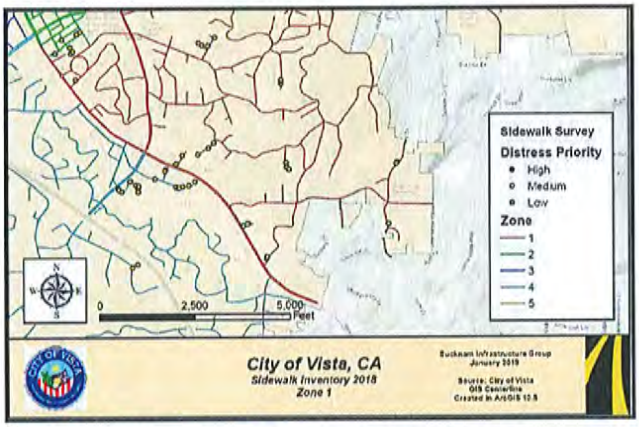
Sidewalk Distresses Attributes / GIS Data

- House Number – House number closest to distress, if applicable;
- Street Name – Street Name;
- Surface Type – i.e. AC, Brick, Paver, PCC;
- Distress Material Location – sidewalk, C&G, Ramp;
- Vertical displacement – i.e. ¼" to 1", 1" to 2", 2" or higher
    - Displacement ranges – Defined by City's current Sidewalk Inspection Program (may be changed per discussions with City);
    - Distress Type – i.e. joint faulting, linear cracking, divided slab, buckled slab;
- Sensitive Location – Schools, Parks, City Facilities, etc. Locations to be determined by City Staff;
- Tree – If distress is caused by a tree;
- Utility Box – If distress is caused by a utility box;

  - Utility label/type, if any;
- Length – Length of distress, if applicable;
- Recommended Work – i.e. Grind, Ramp, Replace;
- MicroPAVER ID – Unique ID that corresponds with PMP Street GIS Layer;
- Any hazards or sidewalk damage that may not meet requirements of repair to be noted for future inspections;
- Field notes (if applicable) and inspection date associated with distress priority location;
- Comments – Field for any necessary comments about the distress.

We will finalize each GIS layer's attributes with the City staff before beginning the survey process. Bucknam will deliver all GIS data in the City's preferred GIS format.

Through our experience in working with sidewalk GIS datasets and MicroPAVER we are approaching the development and future management of the Lawndale sidewalk assessment in the following manner:



Sample screenshot of Sidewalk data collected and imported into the City of Vista GIS

- Perform all sidewalk data collection/condition assessment through the use of mobile GPS driven hand-held technologies and personal computers.
  - This creates a real-time, accurate GIS database for each distress location
- Publish collected sidewalk GIS data into the City's existing GIS Enterprise for field use, data analysis, reporting and management

TASK 4.2c: Sidewalk / Curb & Gutter / ADA Ramp Condition Survey

Once the street/pavement segmentation has been assessed and verified, the inspection of approximately 86 miles of sidewalk segments will be performed. Data will be assessed/collected by following the pavement segment breakdown established within the PMP; both sides of the street will be captured. Our survey methodology will include the following approach:

- **FY 2021 – citywide sidewalk survey (86 miles);**
  - **Distress data collected will utilize the attributes shown within Task 4.2b**

The City has initially identified specific displacement deficiency ranges which are demonstrated below; any recommended changes to the distress rating limits will be discussed prior to survey:

- Rating 1 – (Fair), Locations that have a condition of Fair to Good or where the problem is not a safety hazard

- Typically trip, separation, spalling,, raised/depressed slab distress areas that are ¼" to 1" in occurrence;

- Rating 2 – (Poor), Locations that have a condition of Poor or any location which the field technician considers to be an immediate serious safety concern
  - Typically trip, separation, spalling, raised/depressed slab distress areas that are 1" to 2" in occurrence;

- Rating 3 – (Very Poor), Locations that have a condition of Very Poor or where the field technician determines that a problem is not an immediate safety concern
  - Typically trip, separation, spalling, raised/depressed slab distress areas that are 2" or greater in occurrence;

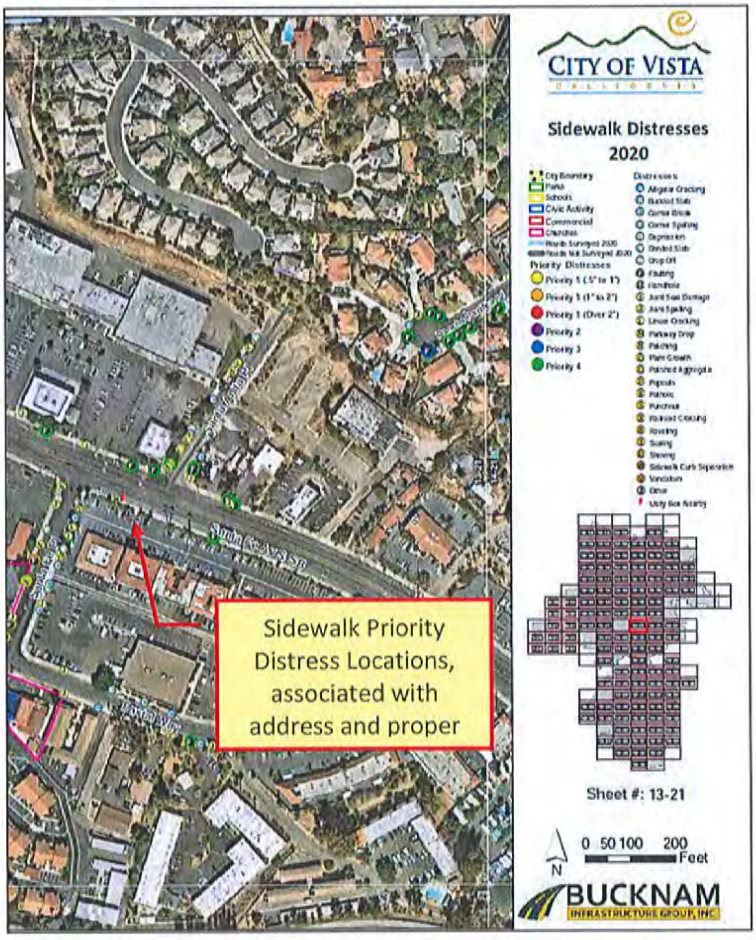
- Rating 4– for "vicinity of a sensitive location" (i.e. schools, churches, hospitals, senior housing, city facilities, parks, commercial centers, etc.) where pedestrian traffic is high and the City has a vested interest in lowering tripping hazards.
  - Rating can be given for any deficiency location; this places priority onto the location needing repair due to the pedestrian activity at the site.

We welcome staff members from the City of Lawndale to join our surveys.

Our use of mobile **GPS Handheld/Tablet units allows our staff to collect sidewalk data with the City of Lawndale's database live in the field**. At the end of the day all electronic data is transferred to our office for quality control and management. We can produce Sidewalk GIS Distress locations at any time during the survey for City QC and/or review.

Section Distress and Condition Reporting

At 50% and 100% Bucknam will generate Sidewalk / ADA Ramp Location/Distress Reports for City staff review. The City and our staff will review these reports to ensure that all inventory data is correct and the project is running smoothly.



Sidewalk spreadsheet reports and GIS maps will include:

- Identification of all street segments in a continuous manner (W to E and S to N);
- Sidewalk locations identified within street segments;
- GIS maps identifying sidewalk displacement locations;
- A Sidewalk M&R recommendation map
- Citywide Sidewalk/ADA Ramp Atlas Book

Attributes of Distresses

FID	Shape *	NAME	ID	SIZE	TREE	TYPE	ST_SIDE	LENGTH_FT	AREA_SF	RECOMMEND	TRIP_FALL	COMMENTS
1323	Point	ESHELMAN AVE	132	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	
1324	Point	ESHELMAN AVE	132	Greater than 1 inch	No	Depressed Slab	East	0	220	Replace	High	
1325	Point	ESHELMAN AVE	132	Less than 1 inch	No	Linear Crack	East	4	0	N/a	N/a	
1326	Point	ESHELMAN AVE	132	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	
1327	Point	ESHELMAN AVE	132	Less than 1 inch	No	Depressed Slab	East	0	22	Replace	Low	
1328	Point	ESHELMAN AVE	132	Less than 1 inch	Yes	Linear Crack	East	5	0	Grind	Low	
1329	Point	ESHELMAN AVE	132	Less than 1 inch	No	Crushed Slab	East	0	15	Replace	N/a	
1330	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Displaced Slab	East	4	0	Grind	High	
1331	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Joint spalling	East	1	0	N/a	High	
1332	Point	ESHELMAN AVE	133	Greater than 1 inch	No	Displaced Slab	East	4	0	Grind	High	
1333	Point	ESHELMAN AVE	133	Less than 1 inch	No	Joint spalling	East	2	0	N/a	N/a	
1334	Point	ESHELMAN AVE	133	Greater than 1 inch	Yes	Displaced Slab	East	0	25	Replace	High	
1335	Point	ESHELMAN AVE	133	Less than 1 inch	No	Linear Crack	East	8	0	N/a	N/a	
1336	Point	ESHELMAN AVE	133	Less than 1 inch	Yes	Displaced Slab	East	4	0	Grind	Low	
1337	Point	ESHELMAN AVE	133	Greater than 1 inch	Yes	Displaced Slab	East	4	0	Grind	High	replace immediately

Sample screenshots of Sidewalk Inventory report and GIS output

Deliverable: Citywide Sidewalk Distress Reports (50% and 100% status reports); Recommended repairs; GIS Distress/Deficiency maps.

REQUESTED ADDITIONAL ASSET DATA COLLECITON

TASK 4.2d: Street Striping, Legends/Text and Curb Marking Inventory

Per the City's request, Bucknam has been asked to digitize found street striping, legends and curb markings throughout the City. This work will be performed in conjunction with our Sidewalk Inventory process. By utilizing a City purchased Eagle Aerial 6" high-resolution, street-view technology resources, Bucknam will utilize GIS digitization to collect the following traffic control assets:

- Street Striping – polygon or point location indicating type, color and length
  - Striping will be collected for all linear striping along a given street section, median and crosswalks (assessment based on 45 miles of streets, approx. 1,000)
- Street Legends/Text – GPS point location indicating legend type, text
  - Bucknam is estimating an approximate total of Legends/Texts at 1,500
- Curb Markings – GPS point location indicating color (blue, red, yellow, green and white)
  - Bucknam is estimating an approximate total of Curb Markings at 2,000

Bucknam will deliver unique street striping, legend/text and curb marking layers in ESRI GIS format and ensure that each layer is published within the City's GIS Enterprise. General quantity summary findings will be delivered as well as a citywide traffic control asset map book.

DEVELOP RECOMMENDED IMPROVEMENT PROGRAM

TASK 4.3: Maintenance & CIP/Budgetary Analysis

We will assist the City in developing the most cost-effective preventative maintenance, repair and rehabilitation strategies possible. This will be accomplished by meeting with the City to discuss and strategize maintenance activities that are currently being used by the City. Based on the City's current AC & PCC applications, Geotech reports and other maintenance practices used we will conduct an historical and prospective analysis on the conditional and financial impact these practices have on the pavement network.

We will establish/update the Lawndale MicroPAVER maintenance "decision tree" that will be used to generate pavement recommendations that match current fiscal year maintenance approaches/City practices. This will be accomplished by assessing/updating the unique and individual PCI ranges and deterioration curves within PMP software based on functional class (i.e. arterial, collector, local) and age. Our staff will review the Lawndale's deterioration curves that have been developed based on historical pavement condition, inspection, surface type, and road class.

All maintenance practices/unit costs will be integrated into the PMP and will be derived from the most recent construction bids for pavement rehabilitation. We will account for inflation rates when long-term revenues projections are made. Our Project Manager and Principal will work closely with City in defining repair and rehabilitation strategies for each fiscal year as well as establish PMP zones for the street/alley networks. Once the repair/rehabilitation strategies have been defined, the identification of a five year Forecasted Maintenance schedule will be generated.

The recommended budget scenarios will be identified on the basis of several criteria:

- Assessment and review of the City's Pavement CIP
- Present pavement conditions; Desired levels of service and available resources
- Projected / Forecasted PCI's per section
- Cost benefit of individual strategies (minimum of three (3) scenarios)
- Scheduling with the City's major CIP projects (water, sewer, etc.)
- Budgetary recommendations that satisfy METRO guidelines
- Local "Neighborhood" fiscal year reporting/improvement scheduling
- Future routine maintenance needs based on projected deterioration rates

The primary emphasis of this task is to maximize the scheduling of street maintenance using the most cost-effective strategies available and taking into account a life-cycle cost analysis.

TASK 4.4: Citywide CIP / METRO Compliance Reports

We will deliver the Final Report to the City which will be essential for staff reference / use as well as presented in a way that is beneficial for elected officials/upper management. **This report will assist the City in complying with METRO.**

The report will be prepared in a format that uses the information delivered by the PMP database in conjunction with the information and analysis performed by our team. The report will provide the City with information on:

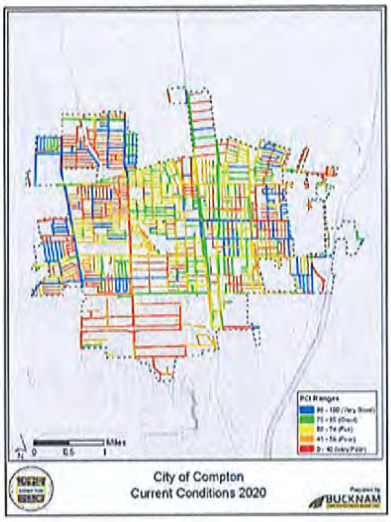
- Current inventory and pavement conditions indices (PCI) for all road classes
- Projected annual rehabilitation programs for street maintenance for a 10-yr period (ARTERIAL, LOCAL and ALLEY Forecast Maintenance Reports) that show the largest return on investment and acceptable levels of service;
- Modeling and comparison of at least five (5) budget scenarios that typically include:
  - Future PMP conditions based upon historical funding levels;
  - Identification of annual funding to maintain current after 10-years;
  - Increase current PCI within 10-years;
  - Gradual, Frontloaded, Constrained and Unlimited funding analysis;
- Strategies and recommendations for the City's maintenance programs and procedures, including a preventative maintenance schedule;
- Publication of five budget scenarios within MyRoads™ (Bucknam web-portal/dashboard);
- Supporting documentation required by METRO;
- A detailed breakdown of deferred maintenance (backlog); and
- Quality Management Plan document.

Our recommendations will provide guidance to the City on how to implement better preventative maintenance / rehabilitation strategies and/or increase funding through PMP data examples. We will make a presentation of the results from the 2021 PMP update to City personal and/or City Council if necessary-pro bono.

Registered Engineer

Mr. Steve Bucknam, P.E. will review all completed data and sign a final report incorporating the results of our pavement evaluation and conditions. We will provide recommendations for pavement rehabilitation and replacement design based upon field data and analysis.

TASK 4.5: PMP Mapping and GIS Update



As an enhancement and proactive approach to this project, our staff will implement and publish a Pavement-GIS link between the PMP database and the City's GIS system. Bucknam will utilize the City's existing GIS centerline file as a starting point for developing the layer. By using the unique segment ID's within the PMP and the City's ESRI street shapefile ID's, we will verify a one-to-one match for each pavement section in the GIS. All pavement segmentation within the PMP database will be mirrored within the Lawndale GIS layer which will allow all pavement data to be published on the GIS layer. With a completed survey and we will update the PMP-GIS layer with all final PCI data.

The maps described below will be incorporated into the City's Final PMP report:

- PCI values for every section;
- Work History identifications;
- 10-yr proposed Arterial / Local Rehabilitation and Slurry Seal Programs; and
- Functional classification maps

Our staff will coordinate all project deliveries with the Public Works and the GIS division to ensure that the most current and accurate PMP-GIS maps are represented within the City's GIS enterprise. Sample 2021 Compton-GIS PMP map above.

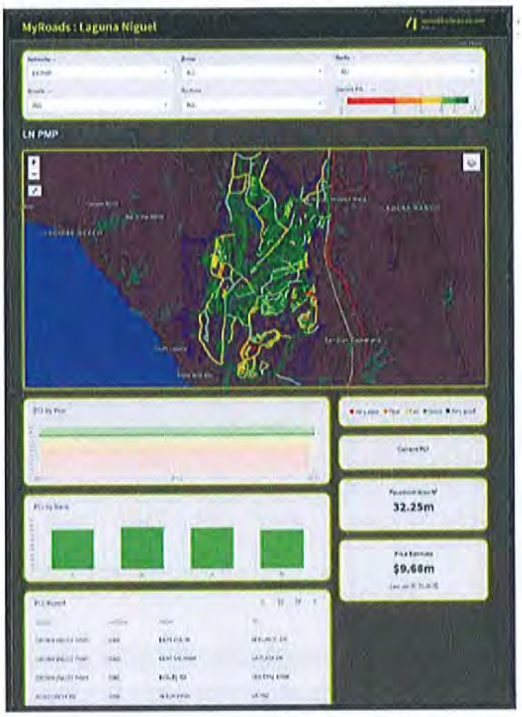
TASK 4.6: PMP / GIS Training

PMP Training

With PMP software use being one of the key components to a successful PMP implementation, we will provide City staff with quality, certified training and the necessary skills needed to maintain the PMP. Bucknam will provide City staff with all collected pavement/GIS data, as well as updated operation manuals for both field data collection and software use.

Peter Bucknam and staff will conduct comprehensive training sessions covering PMP implementation, PMP methodologies, field survey practices, PCI calculations, MicroPAVER use, editing/updating the database, MyRoads™, budget needs analysis, and how to publish PMP data to GIS. Training typically involves one (1) day of training on the MicroPAVER software and GIS linkages. There is no minimum or maximum amount of people that can be trained under this methodology.

TASK 4.7: Lawndale MyRoads™ PMP Web-Portal



Lawndale MyRoads™ Web-Portal – Bucknam's proprietary option of MyRoads™ is a great match for the Lawndale PMP today and the future. **This option brings your PMP data to life within a dynamic PMP dashboard!**

Bucknam now provides all our PMP clients with a unique and agency driven "MyRoads™" web-portal that provides instantaneous access to your pavement management database. This "dashboard" allows users to toggle through individual sections via GIS mapping selections, zone queries, rank selection, PCI ranges, etc. to review all section metrics, latest/previous inspections, work histories generate filtered PCI reports and identify potential maintenance costs based upon your unique needs.

Bucknam has shown above a current MyRoads™ account actively working! This tool will be accessed by City staff simply through a Username/Password methodology. As changes are made to the Lawndale PMP database the MyRoads™ dataset is changed to reflect work history edits, PCI inspections and section changes.

In summary, MyRoads™ allows the user perform the following dynamic functions:

- Query specific pavement segment(s) to view current/historic PCI, work history inspection;
- Filter for pavement sections within a defined zone, PCI range and/or functional class;
- Select a pavement section or grouping of section through the on-board GIS tool;
- Enter slurry, overlay & reconstruction unit costs to determine preliminary cost of maintenance and resulting citywide PCI
    - Display critical street / sidewalk / ROW assets along pavement section(s) that are critical to Engineering Bid development and solicitation (ADA ramps, utilities, manholes, trees, etc.
- Displays all final GIS project maps (PCI, work history, 10-yr forecasted maintenance, etc.)
- Bucknam will train Lawndale staff on the simply use of the MyRoads™ dashboard

4) Scope of Work (Asset Management Information System - Major Tasks)

Our firm specializes in turn-key Public Works GIS integration and publications utilizing existing GIS Enterprise sources available at the City as well as management enhancements that track and provided valuable Operation & Maintenance data (i.e. streets, Water, Sewer, Signs, etc.). Bucknam will serve as the "go-to" GIS staff for the City's Public Works and will champion the assessment, recommendation and implementation of the following GIS services:

- Phase I – Assessment of Available GIS data (Task 4.8 & 4.9);
  - Preparation of Asset Management Information System (AMIS) technical memorandum that will identify/summarize:
    - Attribute data, findings/recommendations, and;
    - GIS geocoding/integration strategies for each available PW asset;
  - City Review and Approval of AMIS;
  - Publication of cloud-based GIS Management tool (ArcGIS Online)
  - GIS staff augmentation (on-site and off-site)
- Phase II (Technical Support) - Core GIS Annual Updates (Public Works Department);
- Phase II (Optional) - Special GIS Projects (Public Works Department, as-needed projects);

TASK 4.8: Implementation of AMIS – GIS (Phase I)

As more and more local agencies rely on digital GIS "go-to" sources, the City has recognized the need to establish a common-sense, effective Asset Management Information System (AMIS) Program within Public Works. Due to availability and low-cost GIS options that are available today for implementing a Public Works department GIS Program, we have described below our proven and successful approach that will allow Lawndale staff to access, query and manage your infrastructure assets, records and maps through ESRI ArcGIS Online.

Recognizing that the GIS system is critical to day-to-day operations within the City and its Public Works department, an initial assessment of available City and County GIS data is needed.

Initially, Bucknam will gather all available GIS data (streets, water, etc.) and identify various GIS "data needs" (i.e. traffic signals, street lights) that are to be published within the AMIS. These assets will include:

Lawndale Asset Data Collection	
Pavement Management	Storm Drain System*
Water Infrastructure and SCADA	Traffic Signals & System*
Sewer Infrastructure	City Owned Street Lights*
Street Signs/Traffic Control marking/Traffic Data*	Street Trees*
** indicates that no GIS-based data is available*	
Street Signs and pavement markings will be completed in Nov. 2021	

A major deliverable resulting from our review of available Lawndale GIS data, software and management methodologies will be the preparation of a AMIS technical memorandum that will provide the City with the following:

- Identification of all available Lawndale GIS data (sourced by the City and/or County)
- General findings regarding data quality, quantity, usefulness and application;
- Recommendations for the AMIS cloud-based GIS program;
- Data schema and server side file network mapping; and
- Operations & Maintenance of AMIS program / annual support

With City's approval of the technical memorandum implementation goals combined with our experience of executing turn-key GIS solutions for local agencies, Bucknam will identify and publish all viable and essential Public Works GIS data to ArcGIS Online.

TASK 4.9: Publication of AMIS – GIS & Training (Phase I)

With the approval of the City GIS project management team, Bucknam will initiate the GIS Management efforts to implement and oversee the Lawndale GIS (LGIS). This will include the implementation of the City's purchased ESRI ArcGIS Online software (we have demonstrated the annual license cost with our proposed fee). This integration will allow the City to immediately access all existing GIS data stored and maintained by the City's Public Works department as well as other known GIS layers (i.e. available County of Los Angeles GIS data such as Parcels, Planning, city boundary, street centerline, aerial imaging, etc.).

Bucknam staff will assist in the importing of this data and create a live, internal GIS web service through ArcGIS Online that will grant Public Works staff (and other key departments) access to GIS. These services will be considered Phase I of the project and will allow staff to begin using viable GIS Public Works data that exists today. Implementation services will start in September in and will be completed by January 2022.

CITY OF LAWNDALE, CA
Pavement Management System - 2021 Update
Revised Fee Schedule - August 31, 2021

Task	Description	Principal	Project Manager	GIS Manager	Field Technician(s)	Admin	Total by Task
	2021 Base Fee	$295/hr	$190/hr	$145/hr	$96/hr	$80/hr	
Task 1	**Project Implementation**						
Task 1.1	Project Kickoff		1				$190
Task 1.2	Project Status Meetings - Quality Control	1	2	1	32		$3,892
Task 2	**Client Satisfaction**						
Task 2.1	Project Deliverables		2			1	$460
Task 3	**Project Schedule**						
Task 3.1	Work Flow / Project Schedule		2		4		$764
Task 4	**Scope of Work**						
Task 4.1	PMP Work History Update		1		12		$1,342
Task 4.2	Pavement Condition Survey (approx. 45 miles)		4	2	82		$8,922
	Purchase of Lawndale Eagle Aerial digital imagery (6" resolutation)						$2,700
	- Cloud-based Learning AI (SF calc)						$2,400
Task 4.2a	Sidewalk-C&G-ADA Ramps GIS Digitization		2	6	48		$5,858
Task 4.2b	Development of Sidewalk Maintenance Database		2	8	8		$2,308
Task 4.2c	Sidewalk-C&G-ADA Ramp Condition Survey (approx. 86 miles)		4	4	142		$14,972
Task 4.2d	Street Striping, Legends and Curb Marking Inventory (approx. 4,500 assets)		2	4	120		$12,480
Task 4.3	Maintenance & CIP / Budgetary Analysis		4				$760
Task 4.4	Citywide CIP / METRO Compliance Reports	1	22	4	8	1	$5,903
Task 4.5	PMP Mapping and GIS Update		1	8	12		$2,502
Task 4.6	PMP/GIS Training		2		6		$956
Task 4.7	Lawndale MyRoads PMP Web-Portal						$500
Task 4.8	Implementation of AMIS - GIS (Phase 1)	1	4	14	14		$4,429
Task 4.9	Publication of AMIS - GIS		4	24	8		$5,008
	Reimbursables (mileage, printing, materials)						$2,650
	All deliverables will become property of the City of Lawndale						
	All Tasks are negotiable						
	Total Hours per Staff	3	59	75	496	2	
	2021 Total Base Fee	*$ 885*	*$ 11,210*	*$ 10,875*	*$ 47,616*	*$ 160*	***$78,996***

Additional services outside of this contract will be negotiated with the City where we will use the Standard Hourly Rate Schedule shown here.

Notes:
Bucknam is aware that the City currently utilizes MicroPAVER software;
Bucknam assumes the City is currently utilizing ESRI ArcMap 10.x

CITY OF LAWNDALE

14717 BURIN AVENUE, LAWNDALE, CALIFORNIA 90260
PHONE (310) 973-3200 ♦ www.lawndalecity.org

September 20, 2021

TO: Honorable Mayor and City Council

FROM: Kevin M. Chun, City Manager

PREPARED BY: Matthew Ceballos, Assistant City Clerk

SUBJECT: **City Council Subcommittee and Standing Committee Additions**

BACKGROUND

From time to time, the City Council appoints its various members to subcommittees. These temporary advisory committees are composed solely of less than a quorum of the City Council, serves a limited or single purpose (that is not perpetual), and are dissolved once its specific task is completed. Subcommittees with continuing subject matter jurisdiction or formal action of the City Council would be considered "Standing Committees".

The current listing of Subcommittees and Standing Committees is as follows:

Business Revitalization Standing Committee
Mayor Robert Pullen-Miles
Councilmember Bernadette Suarez
(Appointed 1/19/2021)

City/School District Standing Committee
Mayor Pro Tem Pat Kearney
Councilmember Rhonda Hofmann Gorman
(Appointed 1/19/2021)

Billboard Subcommittee
Mayor Pro Tem Pat Kearney
Councilmember Rhonda Hofmann Gorman
(Appointed 1/19/2021)

City/School District Park Maintenance and Joint Use Subcommittee
Mayor Pro Tem Pat Kearney
Councilmember Sirley Cuevas
(Appointed 1/19/2021)

FY 21-22 Budget Subcommittee
Mayor Pro Tem Pat Kearney
Councilmember Sirley Cuevas
(Appointed 1/19/2021)

Metro C Line (Green) Extension Project Subcommittee
Mayor Robert Pullen-Miles
Councilmember Rhonda Hofmann Gorman
(Appointed 3/15/2021)

STAFF REVIEW

Staff is seeking direction from City Council on the addition of two subcommittees and the appointment of members.

Caltrans Maintenance Standing Committee
Continued dialogue with Caltrans including a number of issues, including by not limited to maintenance and repair of Caltrans areas in the City.

Teen Center Subcommittee
Limited purpose to bring forward a plan for a proposed Teen Center.

Please note if the City Council creates or sustains a subcommittee, irrespective of its composition, which have either: (1) a continuing subject matter jurisdiction; or (2) a meeting schedule fixed by ordinance, resolution, or formal action of the City Council, these would be considered "standing committees" subject to the Brown Act, even if it comprises less than a quorum.

LEGAL REVIEW

None.

FISCAL IMPACT

None.

RECOMMENDATION

Staff recommends that the City Council review the proposed subcommittee & standing committee and direct staff on their appointment of members.

Back to Agenda

CITY OF LAWNDALE
14717 BURIN AVENUE, LAWNDALE, CALIFORNIA 90260
PHONE (310) 973-3200 ♦ www.lawndalecity.org

DATE: September 20, 2021

TO: Honorable Mayor and City Council

FROM: Matthew R. Ceballos, Assistant City Clerk

SUBJECT: Mayor/Councilmember Report of Attendance at Meetings and/or Events

No supporting documentation was forwarded to the City Clerk Department for this item.