

CITY of LAGUNA WOODS CITY COUNCIL AGENDA

Adjourned Regular Meeting
Monday, October 14, 2024
2:00 p.m.

Laguna Woods City Hall
24264 El Toro Road
Laguna Woods, California 92637

Noel Hatch
Mayor

Shari L. Horne
Mayor Pro Tem

Cynthia Conners
Councilmember



Annie McCary
Councilmember

Carol Moore
Councilmember

Welcome to a meeting of the Laguna Woods City Council!

This meeting may be recorded, televised, and made publicly available.

Public Comments/Testimony: The City accepts public comments/testimony in-person and in writing. For more information, please refer to page three of this agenda.

Americans with Disabilities Act (ADA): It is the intention of the City to comply with the ADA. If you need assistance to participate in this meeting, please contact either the City Clerk's Office at (949) 639-0500/TTY (949) 639-0535 or the California Relay Service at (800) 735-2929/TTY (800) 735-2922. The City requests at least two business days' notice in order to effectively facilitate the provision of reasonable accommodations.

REGULAR MEETING SCHEDULE

The Laguna Woods City Council meets regularly on the third Wednesday of each month at 2 p.m.

AGENDA POSTING AND AVAILABILITY

Regular and Adjourned Regular Meetings: Pursuant to California Government Code Section 54954.2 of the Ralph M. Brown Act, the City of Laguna Woods posts agendas at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, California 92637; on the City’s website (www.cityoflagunawoods.org); and, at other locations designated by Resolution No. 24-08, at least 72 hours in advance of regular and adjourned regular meetings. Agendas and agenda materials are available at Laguna Woods City Hall during normal business hours and on the City’s website. Printed copies of agendas and agenda materials are provided at no charge in advance of meetings. After meetings have occurred, a per page fee is charged for printed copies.

Special and Emergency Meetings: Agenda posting and availability for special and emergency meetings is conducted pursuant to all applicable provisions of California Government Code (Ralph M. Brown Act).

AGENDA DISTRIBUTION LISTS

Electronic Distribution: The City of Laguna Woods provides notification of agenda posting and availability via email. To sign up for email notifications, please visit www.cityoflagunawoods.org/email-notifications, email cityhall@cityoflagunawoods.org, or contact the City Clerk’s Office at (949) 639-0500/TTY (949) 639-0535. Please note that the City is not responsible for, and makes no guaranties or warranties related to, the transmission or receipt of email notifications.

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FOR ADDITIONAL INFORMATION

For additional information, please contact the City Clerk’s Office at (949) 639-0500/TTY (949) 639-0535, cityhall@cityoflagunawoods.org, or 24264 El Toro Road, Laguna Woods, California 92637.

AFFIDAVIT OF POSTING

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, Yolie Trippy, City Clerk, City of Laguna Woods, hereby certify under penalty of perjury that this agenda was posted at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, California 92637; on the City’s website (www.cityoflagunawoods.org); and, at other locations designated by Resolution No. 24-08, pursuant to California Government Code Section 54954.2 of the Ralph M. Brown Act.

/s/ Yolie Trippy
YOLIE TRIPPY, CMC, City Clerk

10/10/24
Date

OPTIONS FOR PUBLIC COMMENTS/TESTIMONY

1. In Person

Members of the public wishing to address the City Council on items appearing on this agenda are advised to indicate their interest in doing so by submitting a speaker card to City staff or proceeding to the podium, one-by-one, at the time an item is considered.

Members of the public wishing to address the City Council on items *not* appearing on this agenda may do so during Item V.

Each speaker will have the opportunity to speak for up to three minutes once per agenda item, unless otherwise allowed by the City Council.

Speakers are requested, but not required, to identify themselves, either on speaker cards or in comments/testimony. Speakers are advised that their names and any information submitted on speaker cards or otherwise provided in writing to the City may be disclosed or become a matter of public record. No speaker should expect privacy of such information.

2. In Writing

Written public comments/testimony may be delivered to Laguna Woods City Hall (24264 El Toro Road, Laguna Woods, CA 92637) or sent via email (cityhall@cityoflagunawoods.org) provided that they are received by the City prior to 2:00 p.m. on the day of this meeting.

Written public comments/testimony will be provided to the City Council and included in the City Clerk's written record of this meeting.

Parties submitting written public comments/testimony are requested, but not required, to identify themselves. Parties are advised that their names, email addresses, and any information submitted in writing to the City may be disclosed or become a matter of public record. No party should expect privacy of such information.

REMOTE VIEWING AND/OR LISTENING

1. Zoom (on a computer)

The City plans to live stream this meeting on Zoom (audio and/or video). ***Please note that public comments/testimony will not be accepted via Zoom.***

- Visit www.zoom.us
- Click on "Join"
- Enter the following meeting ID: 894 9893 6970
- Open the Zoom application following the on-screen prompts
- Enter the following meeting password: 441367
- Enter a name and email address as required by Zoom

Please note that information you enter into Zoom may be publicly visible and/or visible to other persons. No party should expect privacy of such information.

2. Zoom (on a telephone)

The City plans to live stream this meeting on Zoom (audio and/or video). ***Please note that public comments/testimony will not be accepted via Zoom.***

- Call (669) 444-9171 or (253) 205-0468
- Follow the prompts and provide the information required by Zoom
- When prompted for a webinar ID enter: 894 9893 6970
- When prompted for a passcode enter: 441367

Please note that your telephone number and information you enter into Zoom may be publicly visible and/or visible to other persons. No party should expect privacy of such information.

3. YouTube

The City plans to live stream this meeting on YouTube (audio and/or video). ***Please note that public comments/testimony will not be accepted via YouTube.***

- Visit www.youtube.com/@cityoflagunawoods
- Click on the “Live” button
- Click on the “Laguna Woods Channel 3” button

Please note that information you enter into YouTube may be publicly visible and/or visible to other persons. No party should expect privacy of such information.

4. Cable Television

The City plans to broadcast this meeting on cable television Channel 3 within Laguna Woods Village (audio and/or video). ***Please note that public comments/testimony will not be accepted via cable television Channel 3.***

I. CALL TO ORDER

Introductory Notes:

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Each speaker will have the opportunity to speak for up to three minutes once per agenda item, unless otherwise allowed by the City Council.

Speakers are requested, but not required, to identify themselves, both on any

applicable speaker cards and in comments/testimony. Speakers are advised that their names and any information submitted on speaker cards or otherwise provided in writing to the City may be disclosed or become a matter of public record. No speaker should expect privacy of such information.

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PRESENTATIONS AND CEREMONIAL MATTERS

4.1 Annual Senior Mobility Program Report

Recommendation: Receive and file the Annual Senior Mobility Program Report for Fiscal Year 2023-24.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

About Public Comments on Non-Agenda Items: This is the time and place for members of the public to address the City Council on items *not* appearing on this agenda. Pursuant to state law, the City Council is unable to take action on such items, but may ask clarifying questions of the speaker, engage in brief discussion, refer items to City staff, and/or schedule items for consideration at future meetings.

VI. CITY TREASURER'S REPORT

6.1 City Treasurer's Report

Recommendation: Receive and file the City Treasurer's Report for the month of September 2024.

VII. CONSENT CALENDAR

About the Consent Calendar: All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council or City staff requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action. Members of the public may address the City Council on items appearing on the Consent Calendar regardless of whether an item is removed for separate discussion and consideration of action.

7.1 City Council Minutes

Recommendation: Approve the City Council meeting minutes for the regular meeting on September 18, 2024.

7.2 Payment Register

Recommendation: Approve the payment register dated October 14, 2024 in the amount of \$757,209.20.

7.3 Fiscal Years 2023-25 Budget Adjustments

Recommendation: Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, INCREASING STATE OF CALIFORNIA GRANTS FUND APPROPRIATIONS FOR CERTAIN WASTE AND RECYCLING WORK TO BE FUNDED BY CALIFORNIA SENATE BILL 1383 LOCAL ASSISTANCE GRANT PROGRAM (OWR1) FUNDS, AND INCREASING GENERAL FUND AND SENIOR MOBILITY FUND APPROPRIATIONS FOR THE SENIOR MOBILITY PROGRAM

7.4 Automated License Plate Recognition Systems

Recommendation: Approve a master services agreement and order form with Flock Group, Inc. for Flock Safety hardware products, software products, and professional services, including automated license plate readers, and authorize the City Manager to execute the master services agreement and order form, subject to approval as to form by the City Attorney.

7.5 Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8

Recommendation:

1. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, INCREASING GENERAL FUND AND CAPITAL PROJECTS FUND APPROPRIATIONS FOR THE “AMERICANS WITH DISABILITIES ACT (ADA) PEDESTRIAN ACCESSIBILITY IMPROVEMENT PROJECT: PHASE 8”

AND

2. Approve a grant of easement (temporary construction easement) with Laguna Country United Methodist Church for certain real property located in the city of Laguna Woods, more particularly described as Assessor’s Parcel Number (APN) 621-121-23, to enable the City to complete the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8, and authorize the Mayor to execute the grant of easement and accept the grant of easement on behalf of the City, subject to approval of the grant of easement as to form by the City Attorney.

AND

3. Approve a grant of easement (temporary construction easement) with Temple Judea of Laguna Hills for certain real property located in the city of Laguna Woods, more particularly described as Assessor’s Parcel Number (APN) 621-121-18, to enable the City to complete the Americans with Disabilities Act

(ADA) Pedestrian Accessibility Improvement Project: Phase 8, and authorize the Mayor to execute the grant of easement and accept the grant of easement on behalf of the City, subject to approval of the grant of easement as to form by the City Attorney.

7.6 City Hall Refurbishment and Safety Project: Phase 4

Recommendation:

1. Approve the “City Hall Refurbishment and Safety Project: Phase 4” design plans and specifications as prepared by the project architect and their licensed professionals.

AND

2. Approve a notice of exemption for the “City Hall Refurbishment and Safety Project: Phase 4” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Award a contract agreement to Estate Design and Construction, Inc. for the construction of the “City Hall Refurbishment and Safety Project: Phase 4”, in the amount of \$448,800, plus authorized change orders not to exceed 15% (\$67,320) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

7.7 Ridge Route Drive Drainage Repair Project

Recommendation:

1. Approve the “Ridge Route Drive Drainage Repair Project”

design plans and specifications as prepared by the project engineer.

AND

2. Approve a notice of exemption for the “Ridge Route Drive Drainage Repair Project” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Award a contract agreement to Palp, Inc. DBA Excel Paving Company for the construction of the “Ridge Route Drive Drainage Repair Project”, in the amount of \$162,860, plus authorized change orders not to exceed 15% (\$24,429) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

7.8 Rejection of Claim Against the City

Recommendation: Reject the following claim against the City:

Foster vs. City of Laguna Woods,
Claimant: Donna Foster

VIII. PUBLIC HEARINGS

8.1 Traffic Violator Apprehension Program Fee

Recommendation:

1. Receive staff report.

AND

2. Open public hearing.

AND

3. Receive public testimony.

AND

4. Close public hearing.

AND

5. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, REPEALING RESOLUTION NO. 21-04; ADOPTING A MODIFIED ADMINISTRATIVE FEE TO RECOVER NO MORE THAN THE ORANGE COUNTY SHERIFF'S DEPARTMENT'S REASONABLE ADMINISTRATIVE COSTS RELATING TO THE REMOVAL, IMPOUND, STORAGE, OR RELEASE OF VEHICLES PROPERLY IMPOUNDED PURSUANT TO THE CALIFORNIA VEHICLE CODE ("TRAFFIC VIOLATOR APPREHENSION PROGRAM FEE"); AND, DETERMINING THAT THE FEE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

8.2 Speed Limits on City Roadways

Recommendation:

1. Receive staff report.

AND

2. Open public hearing.

AND

3. Receive public testimony.

AND

4. Close public hearing.

AND

5. Approve the introduction and first reading of an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE TO ADOPT AND ESTABLISH SPEED LIMITS FOR EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING REDUCED SPEED LIMITS ON EL TORO ROAD BETWEEN ALISO CREEK ROAD AND CALLE SONORA, AND RE-ESTABLISHMENT OF ALL OTHER EXISTING SPEED LIMITS , AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

IX. CITY COUNCIL BUSINESS

9.1 Fiscal Years 2023-34 Capital Improvement Program

Recommendation:

1. Receive and file a quarterly report on the status of the Fiscal Years 2023-34 Capital Improvement Program and potential amendments thereof.

AND

2. Provide input to the City Manager on potential amendments of the Fiscal Years 2023-34 Capital Improvement Program.

X. CITY COUNCIL REPORTS AND COMMENTS

About City Council Reports and Comments: This is the time and place for members of the City Council to provide reports on meetings attended including, but not limited to, meetings of regional boards and entities to which they have been appointed to represent the City and meetings attended at the expense of the City pursuant to California Government Code Section 53232.3. Members of the City Council may also make other comments and announcements.

10.1 Coastal Greenbelt Authority

Councilmember McCary, First Alternate: Mayor Pro Tem Horne, Second Alternate: Councilmember Conners

10.2 Orange County Fire Authority

Mayor Hatch

10.3 Orange County Library Advisory Board

Councilmember Moore; Alternate: Councilmember McCary

10.4 Orange County Mosquito and Vector Control District

Mayor Pro Tem Horne

10.5 San Joaquin Hills Transportation Corridor Agency

Councilmember Conners; Alternate: Mayor Hatch

10.6 South Orange County Watershed Management Area

Councilmember Moore; Alternate: Mayor Pro Tem Horne

10.7 Liaisons to Community Bridge Builders

Mayor Pro Tem Horne and Councilmember McCary

10.8 Other Comments and Reports

- California Joint Powers Insurance Authority (CJPIA) Annual Risk Management Educational Forum – October 9-11, 2024 (Councilmembers Conners, McCary, and Moore)
- Other Comments and Reports

XI. CLOSED SESSION

Closed Session Note: While members of the public are not permitted to attend closed session, prior to convening in closed session, the City Council will accept public comments on items appearing on the closed session agenda.

XII. CLOSED SESSION REPORT

XIII. ADJOURNMENT

Next Regular Meeting: Wednesday, November 20, 2024 at 2 p.m.
Laguna Woods City Hall
24264 El Toro Road, Laguna Woods, California 92637

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4.1
ANNUAL SENIOR MOBILITY PROGRAM
REPORT

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CITY OF LAGUNA WOODS

Senior Mobility Program

Annual Report - Fiscal Year 2023-24

(July 1, 2023 - June 30, 2024)



The Senior Mobility Program subsidizes the cost of taxi travel for Laguna Woods residents who are at least 60 years of age. Made possible, in part, with the generous support of the Orange County Transportation Authority and Orange County's Measure M2 (OC Go) half-cent sales tax, the Senior Mobility Program promotes lifelong mobility through the provision of affordable, older adult-oriented transportation services.

4,325

Enrollment

This represents approximately **26.9%** of Laguna Woods residents who are at least 60 years of age (2020 U.S. Census).

76.9

Average Age of Participants

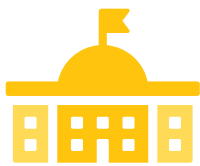
This is based on the age of participants at the time of enrollment.

77.0

Median Age of Participants

For comparison, the median age of Laguna Woods residents is **74.9** (2020 U.S. Census).

Taxi Travel Provided



City Hall/Public Library

82 **143.⁸⁰**

Trips (One-Way) *Miles Traveled*



John Wayne Airport

1,554 **19,780.⁶⁸**

Trips (One-Way) *Miles Traveled*



Other; up to 10 miles

8,861 **38,530.³⁷**

Trips (One-Way) *Miles Traveled*



Irvine Station

322 **1,942.³⁰**

Trips (One-Way) *Miles Traveled*



VA Long Beach

29 **851**

Trips (One-Way) *Miles Traveled*



Other; over 10 miles

3,571 **58,103.⁸⁷**

Trips (One-Way) *Miles Traveled*

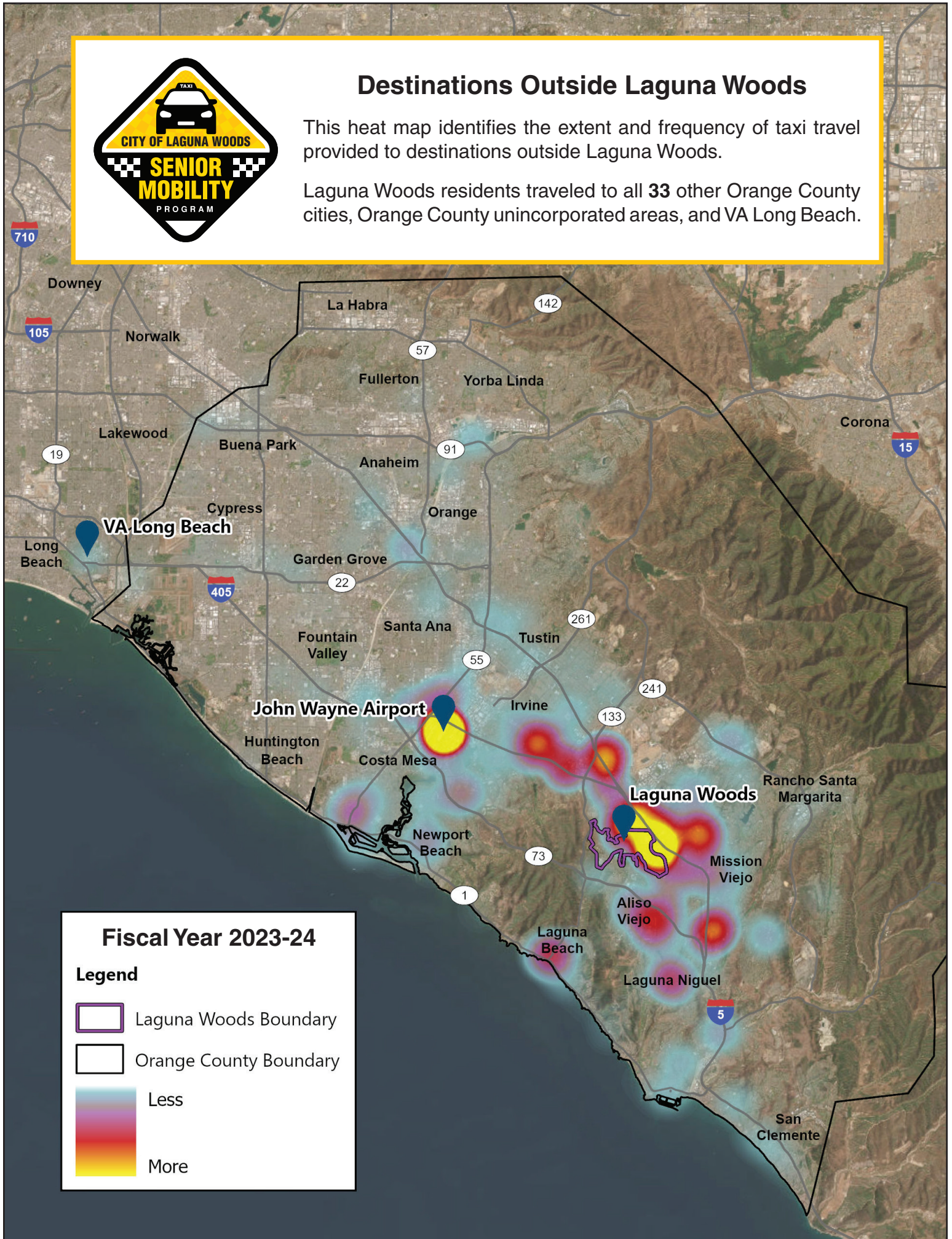
Total: 14,419 *Trips (One-Way)* **119,352.⁰²** *Miles Traveled*



Destinations Outside Laguna Woods

This heat map identifies the extent and frequency of taxi travel provided to destinations outside Laguna Woods.

Laguna Woods residents traveled to all **33** other Orange County cities, Orange County unincorporated areas, and VA Long Beach.



6.1
CITY TREASURER'S REPORT

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City Treasurer's Report Monthly Financial Snapshot

Financial Assets IN THE BANK as of September 30, 2024

BY FUND

General Fund (Operating) \$6,967,468

General Fund (Reserves) \$3,753,700

The General Fund is the City of Laguna Woods' primary operating fund and is used to account for the proceeds of revenue sources that are not legally restricted or committed to expenditures for specified purposes. Reserves for paid leave, self-insurance, and general contingencies are also included in the General Fund.

Special Revenue Funds \$3,267,365

These funds are used to account for the proceeds of revenue sources that are legally restricted or committed to expenditures for specified purposes. Most of these funds are legally restricted for public street purposes.

Total (All Funds) \$13,988,533

BY INVESTMENT TYPE

Cash and Cash Equivalents \$625,201
4.47% of portfolio

Pooled Money Investment Accounts \$6,899,917
49.33% of portfolio

This includes investments in state and county (local) government investment pools.

Investments - Earning \$6,463,415
46.20% of portfolio

This includes certificates of deposit.

Total (All Funds) \$13,988,533

Financial Assets HELD IN TRUST FUNDS as of September 30, 2024

California Employers' Pension Prefunding Trust Fund (CEPPT) \$181,387

• **New Contributions \$0**

• **Gain/(Loss) from Month Prior \$3,468**

The CEPPT is used to prefund employee pension obligations.

California Employers' Retiree Benefit Trust Fund (CERBT) \$148,722

• **New Contributions \$0**

• **Gain/(Loss) from Month Prior \$2,931**

The CERBT is used to prefund statutorily required retiree medical benefits.

Notes: The City of Laguna Woods uses a modified accrual basis of accounting, which generally means that revenues are recognized when a transaction occurs, and expenditures are recognized when obligations are created. As such, this monthly financial snapshot reflects only revenue known and expenditures paid for the month referenced as of the date prepared. In some cases, financial statements from financial dealers, depositories, and institutions may not have been received as of the date prepared and, therefore, some revenue and expenditures may not be reflected. Certificates of deposit may also have accrued interest that is not reflected because it is not yet vested. For more information on the specific information included in this monthly financial snapshot, please refer to the full City Treasurer's Report.

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City of Laguna Woods
City Treasurer's Report
For the Month Ended September 30, 2024

ITEM 6.1

CASH AND INVESTMENTS

	Beginning Balances As of 8/31/24	Earnings & Receipts	Disbursements	Purchases, Transfers & Other Adjustments	Ending Balances As of 9/30/24	% of Total Cash & Investment Balances	Maximum % Allowed per Investment Policy
Cash and Cash Equivalents							
Analyzed Checking Account (Note 1)	\$ 961,434	\$ 606,203	\$ (1,002,580)	\$ -	\$ 565,058	4.04%	
Money Market Funds, Multi-Bank Securities (MBS) Account (Note 4)	\$ 11,773	\$ 27,835	\$ (13,853)	\$ -	\$ 25,756	0.18%	
Earned Interest in Transit and Accrued Interest, MBS Account (Note 4)	\$ 35,402	\$ 24,405	\$ (27,835)	\$ -	\$ 31,972	0.23%	
Petty Cash	\$ 800	\$ -	\$ (28)	\$ -	\$ 772	0.01%	
Laguna Woods Civic Support Fund Checking Account	\$ 1,664	\$ -	\$ (20)	\$ -	\$ 1,644	0.01%	
Total Cash and Cash Equivalents	<u>\$ 1,011,073</u>	<u>\$ 658,444</u>	<u>\$ (1,044,316)</u>	<u>\$ -</u>	<u>\$ 625,201</u>	4.47%	100.00%
Pooled Money Investment Accounts							
Local Agency Investment Fund (LAIF - fair value) (Notes 2 and 3)	\$ 838,889	\$ -	\$ -	\$ -	\$ 838,889	6.00%	
Orange County Investment Pool (OCIP - fair value) (Notes 2 and 3)	\$ 6,061,028	\$ -	\$ -	\$ -	\$ 6,061,028	43.33%	
Total Pooled Money Investment Accounts	<u>\$ 6,899,917</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 6,899,917</u>	49.33%	90.00%
Investments - Interest and Income Bearing							
Certificates of Deposit - non-negotiable (fair value) (Note 2)	\$ 6,437,972	\$ -	\$ -	\$ 25,443	\$ 6,463,415	46.21%	
Total Investments - Interest and Income Bearing	<u>\$ 6,437,972</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 25,443</u>	<u>\$ 6,463,415</u>	46.21%	90.00%
TOTAL	<u><u>\$ 14,348,962</u></u>	<u><u>\$ 658,444</u></u>	<u><u>\$ (1,044,316)</u></u>	<u><u>\$ 25,443</u></u>	<u><u>\$ 13,988,533</u></u>	<u><u>100.00%</u></u>	

Summary of Total Cash, Cash Equivalents, and Investments:

	General Fund	Special Revenue Funds	Totals
Analyzed Checking Account	\$ (2,700,663)	\$ 3,265,720	\$ 565,058
Money Market Funds, MBS Account	\$ 25,756	\$ -	\$ 25,756
Earned Interest in Transit and Accrued Interest, MBS Account	\$ 31,972	\$ -	\$ 31,972
Petty Cash	\$ 772	\$ -	\$ 772
LAIF	\$ 838,889	\$ -	\$ 838,889
OCIP	\$ 6,061,028	\$ -	\$ 6,061,028
Certificates of Deposit	\$ 6,463,415	\$ -	\$ 6,463,415
Laguna Woods Civic Support Fund Checking Account	\$ -	\$ 1,644	\$ 1,644
Totals	<u><u>\$ 10,721,169</u></u>	<u><u>\$ 3,267,365</u></u>	<u><u>\$ 13,988,533</u></u>

(See **NOTES** on Page 4 of 4)



City of Laguna Woods
City Treasurer's Report
For the Month Ended September 30, 2024

CASH AND INVESTMENTS

CUSIP	Investment #	Issuer	Term	Purchase Date	Settlement Date	Par Value	Market Value	Book Value	Stated Rate (Note 4)	Coupon Type	1st Coupon Date	Rating or Rank (*)	Yield to Maturity 365 Days	Maturity Date
Certificate of Deposits (CDs, Federal Deposit Insurance Corporation [FDIC] Insured)														
89841MAV9	2023-11	TRUSTONE FINL CR UN	12 months	12/05/23	12/13/23	245,000	245,208	245,000	5.350	Monthly	01/13/24	Green***	5.350	12/12/24
98138MB7	2022-8	WORKERS FED CR UN	24 months	12/09/22	12/16/22	245,000	245,115	245,000	4.950	Monthly	01/16/23	Yellow**	4.950	12/16/24
75472RBB6	2020-1	RAYMOND JAMES BK NATL ASSN	60 months	02/06/20	02/14/20	245,000	242,339	245,000	1.750	Semi-Annual	08/14/20	Green***	1.750	02/14/25
219873AB2	2024-3	CORPORATE AMERICA FAMILY CR UN	12 months	03/14/24	03/27/24	245,000	245,762	245,000	5.250	Monthly	04/27/24	Green***	5.250	03/27/25
59013KGJ9	2020-2	MERRICK BANK	60 months	03/24/20	03/31/20	100,000	98,684	100,000	1.800	Monthly	05/01/20	Green***	1.800	03/31/25
14042TGG6	2022-1	CAPITAL ONE BK USA NATL ASSN	36 months	05/24/22	05/25/22	245,000	242,986	245,000	3.100	Semi-Annual	11/25/22	Green*	3.100	05/27/25
75102EAP3	2023-6	RAIZ FED CR UN	24 months	05/17/23	05/24/23	245,000	246,147	245,000	5.050	Monthly	06/24/23	Yellow**	5.050	05/27/25
37424PAG9	2023-9	GESA CR UN	24 months	07/19/23	07/31/23	245,000	247,720	245,000	5.500	Monthly	08/31/23	Green***	5.500	07/31/25
02616ACQ0	2024-5	AMERICAN FIRST CR UN	12 months	08/13/24	08/20/24	245,000	245,745	245,000	4.450	Monthly	09/20/24	Green***	4.450	08/20/25
68584JBB4	2024-6	OREGON COMMUNITY CR UN	12 months	08/13/24	08/21/24	245,000	245,755	245,000	4.450	Monthly	09/21/24	Green***	4.450	08/21/25
130162BJ8	2023-12	CALIFORNIA CR UN	24 months	12/06/23	12/15/23	245,000	248,415	245,000	5.150	Semi-Annual	06/15/24	Green***	5.150	12/15/25
00782JAD4	2023-13	ADVIA CR UN	24 months	12/22/23	12/29/23	245,000	247,514	245,000	4.800	Semi-Annual	06/29/24	Green***	4.800	12/29/25
59524LAA4	2023-1	MID CAROLINA CR UN	36 months	03/07/23	03/13/23	200,000	203,126	200,000	4.850	Monthly	04/13/23	Green***	4.850	03/13/26
23204HNV6	2023-4	CUSTOMERS BK	36 months	03/30/23	03/31/23	245,000	248,979	245,000	5.000	Semi-Annual	09/30/23	Green**	5.000	03/31/26
87868YAQ6	2023-7	TECHNOLOGY CR UN	36 months	05/19/23	05/30/23	245,000	249,552	245,000	5.000	Monthly	07/01/23	Green***	5.000	05/29/26
32022RRG4	2022-4	1ST FINL BK USA	48 months	06/15/22	06/24/22	245,000	242,168	245,000	3.150	Monthly	07/24/22	Green*	3.150	06/24/26
2546733P9	2023-5	DISCOVER BK	48 months	03/30/23	04/05/23	245,000	250,723	245,000	4.800	Semi-Annual	10/05/23	Green***	4.800	04/05/27
50625LBN2	2022-3	LAFAYETTE FED CR	60 months	05/24/22	06/15/22	245,000	241,538	245,000	3.250	Monthly	07/15/22	Green***	3.250	06/15/27
33715LFS4	2024-7	FIRST TECHNOLOGY FED CR UN	36 months	08/13/24	08/21/24	245,000	247,031	245,000	4.100	Monthly	09/21/24	Green***	4.100	08/21/27
14042RUX7	2022-5	CAPITAL ONE NATL ASSN	60 months	10/06/22	10/13/22	245,000	249,841	245,000	4.500	Semi-Annual	04/13/23	Green*	4.500	10/13/27
22282XAB6	2024-1	COVANTAGE CR UN	48 months	01/12/24	01/24/24	245,000	247,450	245,000	4.050	Quarterly	04/24/24	Green***	4.050	01/24/28
90355GCE4	2023-2	UBS BANK USA	60 months	03/07/23	03/08/23	200,000	205,866	200,000	4.600	Monthly	04/08/23	Green*	4.600	03/08/28
89854LAD5	2023-8	TTCU FED CR UN	60 months	07/19/23	07/26/23	245,000	257,279	245,000	5.000	Monthly	08/26/23	Green***	5.000	07/26/28
01882MAH5	2023-10	ALLIANT CR UN	60 months	11/07/23	11/15/23	245,000	261,773	245,000	5.350	Monthly	12/15/23	Green***	5.350	11/15/28
61690DMB1	2024-2	MORGAN STANLEY BANK NA	60 months	03/14/24	03/18/24	245,000	252,017	245,000	4.300	Semi-Annual	09/13/24	Green***	4.300	03/13/29
89235MPP0	2024-4	TOYOTA FINL SVGS BK	60 months	06/04/24	06/13/24	245,000	255,716	245,000	4.650	Semi-Annual	12/13/24	Green*	4.650	06/13/29
52171MAN5	2024-8	LEADERS CR UN	60 months	08/13/24	08/30/24	245,000	248,967	245,000	4.000	Monthly	09/30/24	Green***	4.000	08/30/29
Accrued Interest - Month End													31,972	
Total CDs						6,380,000	6,495,387	6,380,000						

(*) CDs are ranked using the Veribanc Rating System, a two-part color code and star classification system which tests the present standing and future outlook by reviewing an institution's capital strength, asset quality, management ability, earnings sufficiency, liquidity, and sensitivity to market risk. The table below summarizes the Veribanc color rankings. Veribanc star ratings of one to three, with three being best, are used to help review a possible future trend of an institutions health based on metrics from ten prior quarters. A rating of one, two, or three, are not necessarily an indicator of risk or an undesirable investment. The City reviews other rating systems and issuer financials before choosing any investment.

Veribanc Rating System	
Veribanc Rank	Color Meaning
Green	Highest rating, exceeds qualifications in equity and income tests
Yellow	Merits attention, meets minimal qualifications in equity and income tests
Red	Merits close attention, does not meet minimal qualifications for equity and has incurred significant losses

Government Pooled Money Investment Accounts (PMIA) (Notes 2 and 3)

N/A	N/A	Local Agency Investment Fund (LAIF)	N/A	Various	Various	841,956	838,889	841,956	Note 3	Quarterly	N/A	N/A	N/A	N/A
N/A	N/A	Orange County Investment Pool (OCIP)	N/A	Various	Various	6,108,945	6,061,028	6,108,945	Note 3	Monthly	N/A	N/A	N/A	N/A
Total PMIA						6,950,901	6,899,917	6,950,901						

(See NOTES on Page 4 of 4)



City of Laguna Woods
City Treasurer's Report
For the Month Ended September 30, 2024

ITEM 6.1

CASH AND INVESTMENTS

	Beginning Balances As of 8/31/24	Contributions / (Withdrawals)	Administrative Fees & Investment Expense	Unrealized Gain / (Loss)	Ending Balances As of 9/30/24
Other Post-Employment Benefits (OPEB) Trust					
CalPERS California Employers' Retiree Benefit Trust (CERBT) (Note 2) (CERBT holds all assets and administers the OPEB Trust)	\$ 145,791	\$ -	\$ (10)	\$ 2,942	\$ 148,722
Employer Pension Contributions Trust					
CalPERS California Employers' Pension Prefunding Trust (CEPPT) (Note 2) (CEPPT holds all assets and administers the Employer Pension Contributions Trust)	<u>\$ 177,919</u>	<u>\$ -</u>	<u>\$ (34)</u>	<u>\$ 3,502</u>	<u>\$ 181,387</u>
Total Other Funds - Held in Trust	<u>\$ 323,710</u>	<u>\$ -</u>	<u>\$ (44)</u>	<u>\$ 6,444</u>	<u>\$ 330,109</u>

(See **NOTES** on Page 4 of 4)



City of Laguna Woods
City Treasurer's Report
For the Month Ended September 30, 2024

CASH AND INVESTMENTS

Notes:

Note 1 - Analyzed Checking Account / Monthly activity reported does not reflect September 2024 vendor invoicing processed after the date of this report.

Note 2 - During September 2024, transaction activity in pooled money investment accounts, investment accounts and fiduciary trusts included:

LAIF / The City made no deposits to or withdrawals from the LAIF account. The balance includes an adjustment in the amount of (\$3,067.13) to reflect fair market value of the investment at June 30, 2024.

OCIP / The City made no deposits to or withdrawals from the OCIP account. The balance includes an adjustment in the amount of (\$47,917.30) to reflect fair market value of the investment at June 30, 2024.

Investments / There were no maturities of investments. Investments were adjusted in the amount of \$25,443.05 to report balances at fair market value as of September 30, 2024.

OPEB Trust / The City made no contributions to or withdrawals from the OPEB Trust. The OPEB Trust experienced a net gain of \$2,931.39 in September 2024.

Employer Pension Contributions Trust / The City made no contributions to or withdrawals from the CEPPT account. The Trust experienced a net gain of \$3,468.24 in September 2024.

Note 3 - Investment earnings on pooled money investment accounts deposited and reported in September 2024 net of related fees were:

Pool	Earnings Post	Prior Period Earnings Deposited	Deposit for Period Ended	Current Month / Quarter Gross Yield	Current Month / Quarter Earnings Will Post	Notes
LAIF	Quarterly	\$0.00	See Notes	See Notes	October 2024	Total pool interest yield for September 2024 was 4.575% and the City's yield will be slightly lower based on allocation ratios and administrative fees to be deducted.
OCIP	Monthly	\$0.00	See Notes	See Notes	December 2024	The OCIP September 2024 statement had not been received at the time of this report, balance reported is as of August 31, 2024. Interest is posted three months in arrears and fees are posted monthly. Accrued interest pending payment at August 31, 2024 was \$87,497.75. At August 31, 2024, the interest rate was 4.382% and fees were 0.050%, for a net yield of 4.332%.

Note 4 - CDs / The stated earnings rate for CDs is a fixed rate for the full term. The City earned interest of \$27,835.34 and transferred out \$13,852.71 in Money Market Funds balances to the City's checking account in September 2024. Money Market Funds to be invested or paid out are classified separately on page 1 of 4. The Money Market Funds 30-day yield at September 30, 2024 was 4.21%. The City's portfolio also has \$31,971.64 in accrued interest, not yet vested.

City Treasurer's Certification

I, Elizabeth Torres, City Treasurer, do hereby certify:

- That all investment actions executed since the last report have been made in full compliance with the City's Investment of Financial Assets Policy; and
- That the City is able to meet all cash flow needs which might reasonably be anticipated for the next 12 months.

Digitally signed by
 Elizabeth Torres
 Date: 2024.10.07
 19:52:25 -07'00'

Elizabeth Torres, City Treasurer

7.0
CONSENT CALENDAR SUMMARY

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: October 14, 2024 Adjourned Regular Meeting

SUBJECT: Consent Calendar Summary

Recommendation

Approve all proposed actions on the October 14, 2024 Consent Calendar by single motion and City Council action.

Background

All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council, staff, or the public requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action.

Summary

The October 14, 2024 Consent Calendar contains the following items:

- 7.1 Approval of the City Council meeting minutes for the regular meeting on September 18, 2024.
- 7.2 Approval of the payment register dated October 14, 2024 in the amount of \$757,209.20. A list of payments is included in the agenda packet; detailed information about individual payments is available at or from City Hall.
- 7.3 Adoption of a resolution amending and adopting the Fiscal Years 2023-25 Budget and Work Plan for Fiscal Year 2023-24 commencing July 1, 2023

and ending June 30, 2024, and Fiscal Year 2024-25 commencing July 1, 2024 and ending June 30, 2025, increasing State of California Grants Fund appropriations for certain waste and recycling work to be funded by California Senate Bill 1383 Local Assistance Grant Program (OWR1) funds, and increasing General Fund and Senior Mobility Fund appropriations for the Senior Mobility Program. The proposed resolution would (1) increase appropriations for the State of California Grants Fund by \$710 to allow interest earnings on a previously received waste and recycling grant to be expended, and (2) increase appropriations for the Senior Mobility Fund by \$150,000 to meet demand and provide sufficient cash flow for the Senior Mobility Program's direct costs through the end of the calendar year. Staff is continuing to assess the Senior Mobility Program's future financial needs and is awaiting notice from the Orange County Transportation Authority regarding the status of the City's grant application for Enhanced Mobility for Seniors and Disabled funding to support direct transportation costs.

- 7.4 Approval of a master services agreement and order form with Flock Group, Inc. for Flock Safety hardware products, software products, and professional services, including automated license plate readers, and authorization for the City Manager to execute the master services agreement and order form, subject to approval as to form by the City Attorney. At the adjourned regular meeting on June 5, 2024, the City Council adopted Administrative Policy 3.6, which establishes standards and guidelines related to the use of automated license plate recognition systems. The proposed master services agreement and order form is with a vendor the Orange County Sheriff's Department is familiar with and uses elsewhere in its Southwest Operations area of responsibility. Four automated license plate readers would be installed at locations identified by the City Manager following consultation with the Orange County Sheriff's Department. Sufficient funds to support the recommended action could be accommodated within the existing Fiscal Years 2023-25 Budget. No new or increased appropriations are sought as part of this agenda item.
- 7.5 [1] Adoption of a resolution amending and adopting the Fiscal Years 2023-25 Budget and Work Plan for Fiscal Year 2023-24 commencing July 1, 2023 and ending June 30, 2024, and Fiscal Year 2024-25 commencing July 1, 2024 and ending June 30, 2025, increasing General Fund and Capital Projects Fund appropriations for the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8.

AND

[2] Approval of a grant of easement (temporary construction easement) with Laguna Country United Methodist Church for certain real property located in the city of Laguna Woods, more particularly described as Assessor's Parcel Number (APN) 621-121-23, to enable the City to complete the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8, and authorization for the Mayor to execute the grant of easement and accept the grant of easement on behalf of the City, subject to approval of the grant of easement as to form by the City Attorney.

AND

[3] Approval of a grant of easement (temporary construction easement) with Temple Judea of Laguna Hills for certain real property located in the city of Laguna Woods, more particularly described as Assessor's Parcel Number (APN) 621-121-18, to enable the City to complete the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8, and authorization for the Mayor to execute the grant of easement and accept the grant of easement on behalf of the City, subject to approval of the grant of easement as to form by the City Attorney.

The Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 generally consists of improving driveways and sidewalks on Moulton Parkway, including reconstruction of two driveways providing access to Laguna Country United Methodist Church and Temple Judea. The recommended action would approve two temporary construction easements (attachments B and C) that are necessary to construct the project, as well as additional appropriations in the amount of \$1,000 that are required to obtain the temporary construction easement with Temple Judea (Attachment A). The additional appropriations would be transferred from the unassigned General Fund balance to the Capital Projects Fund.

- 7.6 [1] Approval of the "City Hall Refurbishment and Safety Project: Phase 4" design plans and specifications as prepared by the project architect and their licensed professionals.

AND

[2] Approval of a notice of exemption for the “City Hall Refurbishment and Safety Project: Phase 4” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

[3] Award of a contract agreement to Estate Design and Construction, Inc. for the construction of the “City Hall Refurbishment and Safety Project: Phase 4”, in the amount of \$448,800, plus authorized change orders not to exceed 15% (\$67,320) of the base amount; and authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

An agenda report is included with additional information.

- 7.7 [1] Approval of the “Ridge Route Drive Drainage Repair Project” design plans and specifications as prepared by the project engineer.

AND

[2] Approval of a notice of exemption for the “Ridge Route Drive Drainage Repair Project” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

[3] Award of a contract agreement to Palp, Inc. DBA Excel Paving Company for the construction of the “Ridge Route Drive Drainage Repair Project”, in the amount of \$162,860, plus authorized change orders not to exceed 15% (\$24,429) of the base amount; and authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

An agenda report is included with additional information.

- 7.8 Rejection of the following claim against the City: Foster vs. City of Laguna Woods, Claimant: Donna Foster. Carl Warren & Company, the City's third-party claims administrator, recommends that the City reject this claim, which has to do with a vehicle vs. vehicle collision. The location of the collision is undetermined due, in part, to conflicting statements from the drivers.

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7.1
CITY COUNCIL MINUTES

**For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).**

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**CITY OF LAGUNA WOODS CALIFORNIA
CITY COUNCIL MINUTES
REGULAR MEETING
September 18, 2024
2:00 P.M.
Laguna Woods City Hall
24264 El Toro Road
Laguna Woods, California 92637**

I. CALL TO ORDER

Mayor Hatch called the Regular Meeting of the City Council of the City of Laguna Woods to order at 2:02 p.m.

II. ROLL CALL

COUNCILMEMBER: PRESENT: Conners, McCary, Moore, Horne, Hatch
 ABSENT: -

All councilmembers participated in-person at the meeting location.

STAFF PRESENT: City Manager Macon, City Attorney Patterson, Administrative
 Services Director/City Treasurer Torres, City Clerk Trippy

All staff participated in-person at the meeting location.

III. PLEDGE OF ALLEGIANCE

City Attorney Patterson led the pledge of allegiance.

IV. PRESENTATIONS AND CEREMONIAL MATTERS

4.1 Hunger Action Month – September 2024

City Clerk Trippy read the proclamation.

Councilmembers made comments.

Malia Cary, Government & Public Affairs Manager, Second Harvest Foodbank of Orange County, made comments and responded to a question from Mayor Hatch.

Moved by Mayor Pro Tem Horne, seconded by Councilmember McCary, and carried unanimously on a 5-0 vote, to approve and present the proclamation.

4.2 Fire Prevention Week – October 6-12, 2024

City Clerk Trippy read the proclamation.

Mayor Hatch made comments.

Captain Levesque, Orange County Fire Authority, made comments.

Councilmembers made comments and Captain Levesque responded to questions.

Moved by Councilmember Conners, seconded by Mayor Pro Tem Horne, and carried unanimously on a 5-0 vote, to approve and present the proclamation.

Councilmembers took photographs with Ms. Cary and Captain Levesque.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Vicki Johnson, resident, commented on joint powers agreements and lobbying ordinances.

VI. CITY TREASURER'S REPORT

6.1 City Treasurer Report

Administrative Services Director/City Treasurer Torres made a presentation.

Moved by Councilmember Conners, seconded by Councilmember McCary, and carried unanimously on a 5-0 vote, to receive and file the City Treasurer's Report for the month of August 2024.

Councilmember Moore made comments.

VII. CONSENT CALENDAR

Vicki Johnson, resident, requested that Item 7.4 be pulled from the consent calendar.

Moved by Councilmember Conners, seconded by Mayor Pro Tem Horne, and carried unanimously on a 5-0 vote, to approve Consent Calendar items 7.1-7.3.

7.1 City Council Minutes

Approved the City Council meeting minutes for the regular meeting on August 21, 2024.

7.2 Warrant Register

Approved the warrant register dated September 18, 2024, in the amount of \$1,138,117.90.

7.3 Investment of Financial Assets Policy

Adopted a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, REVIEWING AND ADOPTING AN ANNUAL STATEMENT OF THE INVESTMENT POLICY, ADOPTING AN INVESTMENT POLICY, AND RENEWING THE CITY COUNCIL'S DELEGATION OF INVESTMENT AUTHORITY TO THE CITY TREASURER PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 53607

ITEMS PULLED FROM THE CONSENT CALENDAR

7.4 Conflict of Interest Code

Vicki Johnson, resident, made comments regarding Fair Political Practices Commission (FPPC) Form 700s completed by councilmembers.

Councilmembers Moore and Conners made comments.

Moved by Councilmember Conners, seconded by Mayor Pro Tem Horne, and carried unanimously on a 5-0 vote, to adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, DETERMINING THAT NO CHANGES IN THE CONFLICT OF INTEREST CODE ADOPTED BY RESOLUTION NO. 18-27 ARE NECESSARY FOLLOWING THE REVIEW REQUIRED BY CALIFORNIA GOVERNMENT CODE SECTION 87306.5

VIII. PUBLIC HEARINGS – None

IX. CITY COUNCIL BUSINESS

Councilmember McCary requested that Item 9.7 be moved to next on the agenda. There were no objections.

9.7 Irvine-Laguna Wildlife Corridor
(agendized by Councilmember McCary)

Councilmember McCary introduced Mary Fegraus, Chair, Coastal Greenbelt Authority.

Ms. Fegraus made a presentation.

Councilmembers discussed the item. Ms. Fegraus and City Manager Macon responded to questions.

Moved by Councilmember Conners, seconded by Mayor Pro Tem Horne, and carried unanimously on a 5-0 vote, to approve the City becoming a signatory to the Irvine-Laguna Wildlife Corridor Partner Chapter and authorize the Mayor to sign on behalf of the City.

Councilmembers discussed the item.

9.1 Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022

City Manager Macon made a presentation.

Darlene Baccus, resident, expressed opposition to the recommended action.

City Manager Macon briefly responded to Ms. Baccus' comments.

Councilmembers briefly responded to Ms. Baccus' comments.

Kathryn Freshley, resident, commented on the recommended action as it relates to El Toro Water District properties.

Councilmembers discussed the item and staff responded to questions.

Moved by Councilmember Conners, seconded by Councilmember McCary, and carried unanimously on a 5-0 vote, to approve second reading and adopt an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 13.04.020 OF CHAPTER 13.04 (ESTABLISHMENT OF ZONING DISTRICTS) OF TITLE 13 (ZONING) OF THE LAGUNA WOODS MUNICIPAL CODE AND ADDING SECTION 13.08.050 TO CHAPTER 13.08 (RESIDENTIAL DISTRICTS) OF TITLE 13 (ZONING) OF THE LAGUNA WOODS MUNICIPAL CODE PERTAINING TO THE ESTABLISHMENT OF NEW RESIDENTIAL OVERLAY ZONING DISTRICTS, AND DETERMINING AND CERTIFYING THAT SUCH ACTIONS ARE CONSISTENT WITH THE PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE LAGUNA WOODS GENERAL PLAN AND ZONING CODE UPDATE, STATE CLEARINGHOUSE NUMBER 2022080022

9.2 Inclusionary Housing Regulations

City Manager Macon made a presentation.

Councilmember Conners made comments.

Moved by Councilmember Conners, seconded by Councilmember Moore, and carried unanimously on a 5-0 vote, to approve second reading and adopt an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING CHAPTER 13.25 OF TITLE 13 (ZONING) OF THE LAGUNA WOODS MUNICIPAL CODE PERTAINING TO INCLUSIONARY HOUSING REGULATIONS FOR CERTAIN NEW RESIDENTIAL DEVELOPMENT PROJECTS AND LAWFUL CONVERSION OF EXISTING RESIDENTIAL BUILDING PROJECTS (CONVERSIONS FROM APARTMENTS TO COMMON INTEREST OWNERSHIP), AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

9.3 Health and Sanitation Title of Laguna Woods Municipal Code

City Manager Macon made a presentation.

Moved by Mayor Pro Tem Horne, seconded by Councilmember Conners, and carried unanimously on a 5-0 vote, to approve second reading and adopt an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING CHAPTERS 4.10 AND 4.18 AND REPEALING CHAPTERS 4.02 AND 4.08 OF TITLE 4 (HEALTH AND SANITATION) OF THE LAGUNA WOODS MUNICIPAL CODE PERTAINING TO SOLID WASTE, WATER CONSERVATION, GEOTHERMAL HEAT EXCHANGE WELLS, WATER WELLS, CATHODIC PROTECTION WELLS, MONITORING WELLS, AMBULANCE SERVICES, AND TATTOOING ESTABLISHMENTS, AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Councilmember Conners made comments.

Councilmember Moore commented on landscaping concerns amongst residents of the Laguna Woods Village Gate 14 area.

9.4 Unfunded Retirement Liability

City Manager Macon made a presentation.

Councilmembers discussed the item and staff responded to questions.

Moved by Councilmember Conners, seconded by Mayor Pro Tem Horne, and carried unanimously on a 5-0 vote, to adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, INCREASING GENERAL FUND APPROPRIATIONS FOR LUMP SUM PAYMENTS TO PAY OFF CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM (CALPERS) UNFUNDED ACCRUED LIABILITY, AND MAKING RELATED AUTHORIZATIONS

9.5 City Centre Park Capital Improvements

City Manager Macon made a presentation.

Councilmembers discussed the item and staff responded to questions.

Moved by Councilmember Conners, seconded by Councilmember Moore, and carried unanimously on a 5-0 vote, to approve a conceptual plan for the capital improvements that would be made to the remaining portion of City Centre Park if a new Orange County Fire Authority fire station were constructed on a portion of the City Centre Park property, with the addition of a dog water fountain and more clustered table seating, and authorize the City Manager to update the conceptual plan accordingly and submit the same to the State of California for review and approval.

9.6 City Hall Building Signage

City Manager Macon made a presentation.

Councilmembers discussed the item.

No action was taken.

X. CITY COUNCIL REPORTS AND COMMENTS

10.1 Coastal Greenbelt Authority

Councilmember McCary provided a report.

10.2 Orange County Fire Authority

Mayor Hatch shared a video update regarding the Airport Fire.

10.3 Orange County Library Advisory Board

Councilmember Moore provided a report and responded to questions.

10.4 Orange County Mosquito and Vector Control District

Mayor Pro Tem Horne provided a report.

Councilmember Moore left the meeting at 4:24 p.m.

10.5 San Joaquin Hills Transportation Corridor Agency

Councilmember Connors provided a report.

Councilmember Moore returned to the meeting at 4:26 p.m.

10.6 South Orange County Watershed Management Area

Councilmember Moore stated that there had been no meeting since the last meeting.

10.7 Liaisons to Community Bridge Builders

Mayor Pro Tem Horne provided a report and responded to a question from Mayor Hatch.

10.8 Other Comments and Reports

Mayor Hatch provided a report on the League of California Cities (Cal Cities) Quarterly Orange County Division Meeting on August 22, 2024.

Mayor Hatch and City Manager Macon responded to questions from Councilmember Moore regarding the Cal Cities meeting.

Councilmember Connors left the meeting at 4:35 p.m.

XI. CLOSED SESSION – None

XII. CLOSED SESSION REPORT – None

XIII. ADJOURNMENT

City Manager Macon noted that the next meeting is scheduled for October 14, 2024 at 2 p.m.

The meeting was adjourned at 4:37 p.m. with Councilmember Connors absent. The next adjourned regular meeting will be at 2:00 p.m. on Monday, October 14, 2024, at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637. The next regular meeting will be at 2:00 p.m. on Wednesday, November 20, 2024, at Laguna Woods City Hall, 24264 El Toro Road,

Laguna Woods, CA 92637.

YOLIE TRIPPY, CMC, City Clerk

Approved: October 14, 2024

NOEL HATCH, Mayor

7.2 PAYMENT REGISTER

**For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).**

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CITY OF LAGUNA WOODS

PAYMENT REGISTER

October 14, 2024

ITEM 7.2

This Report Covers the Period 9/01/2024 through 9/30/2024

Date	Vendor Name	Description	Amount	
Debit	Automatic Bank Debits:			
09/03/2024	GLOBAL PAYMENTS / OPEN EDGE	Credit Card Processing Fees / August 2024	1,693.15	
09/03/2024	AUTHORIZE.NET	Online Credit Card Processing Fees / August 2024	12.00	
09/04/2024	DELTA DENTAL OF CALIFORNIA	Employee Benefit Program / September 2024	666.17	
09/05/2024	NAVIA BENEFIT SOLUTIONS	Employee Benefit Program / September 2024	112.18	
09/06/2024	COUNTY OF ORANGE - SHERIFF	Law Enforcement Services / September 2024	281,143.47	
09/10/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 08/09/2024	3,438.01	
09/10/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 08/09/2024	2,872.73	
09/11/2024	NAVIA BENEFIT SOLUTIONS, INC	125 Cafeteria Plan Administration / August 2024	200.00	
09/11/2024	CALPERS - HEALTH	Employee Benefit Program / September 2024	11,579.57	
09/11/2024	ADP WAGE PAY	Payroll Transfer / Pay Period Ended 09/06/2024	25,178.59	
09/11/2024	ADP TAX	Payroll Taxes / Pay Period Ended 09/06/2024	11,589.64	
09/12/2024	NAVIA BENEFIT SOLUTIONS	Employee Benefit Program / September 2024	141.90	
09/13/2024	ADP PAYROLL SERVICES	Payroll Processing Fees / Pay Periods Ended 08/09/2024 & 08/23/2024	490.72	
09/13/2024	MISSION SQUARE RETIREMENT	Employee Benefit Program / Pay Period Ended 09/06/2024	2,800.00	
09/16/2024	CALPERS - UAL / GASB 68	Annual GASB 68 Reporting Fee	700.00	
09/16/2024	U.S. BANK	Bank Service Charges / August 2024	91.34	
09/19/2024	CALPERS - UAL / GASB 68	Prepay Unfunded Accrued Liability / Retirement Plan PEPRA	10,195.00	
09/19/2024	CALPERS - UAL / GASB 68	Prepay Unfunded Accrued Liability / Retirement Plan Classic	86,253.00	
09/19/2024	NAVIA BENEFIT SOLUTIONS	Employee Benefit Program / September 2024	168.08	
09/24/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 08/23/2024	3,578.37	
09/24/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 08/23/2024	2,872.73	
09/26/2024	ADP TAX	Payroll Taxes / Pay Period Ended 09/20/2024	11,857.40	
09/26/2024	ADP WAGE PAY	Payroll Transfer / Pay Period Ended 09/20/2024	26,802.42	
09/27/2024	MISSION SQUARE RETIREMENT	Employee Benefit Program / Pay Period Ended 09/20/2024	1,800.00	
Number	Warrants:			
7845	09/05/2024	AIRESPRING INC	City Hall Internet Service / September 2024	594.92
7846	09/05/2024	ALLIANCE BUILDING MAINTENANCE, LLC	Janitorial Services / August 2024	2,600.00
7847	09/05/2024	AT&T	Telephone / 458-3487 / August 2024	61.09
7848	09/05/2024	CAPTIONING UNLIMITED	Closed Captioning / August 2024	500.00
7849	09/05/2024	EPIC IO TECHNOLOGIES, INC.	City Hall Internet Service / September 2024	201.45
7850	09/05/2024	EVERON, LLC	City Hall Maintenance	487.00
7851	09/05/2024	GRANITE FINANCIAL SOLUTIONS, INC	Computer Software	1,188.00
7852	09/05/2024	LEONIDA BUILDERS INC.	El Toro Road & Moulton Parkway Water Quality Treatment Project: Phase 1	15,803.95
7853	09/05/2024	PARK CONSULTING GROUP, INC	Software Consulting Services / August 2024	9,412.50
7854	09/05/2024	RINGCENTRAL, INC.	Telephone Services / September 2024	794.16
7855	09/05/2024	TRIPEPI, SMITH AND ASSOCIATES, INC.	Broadcasting Services / August 2024	598.50
7856	09/05/2024	U.S. BANK	Credit Card Charges (expenditures reported separately - see note 3)	3,093.39
7857	09/05/2024	VOID	VOID	-
7858	09/05/2024	JACOB GREEN & ASSOCIATES, INC.	Emergency Operations Plan Consulting Services	10,260.00
7859	09/13/2024	AETNA BEHAVIORAL HEALTH, LLC	Employee Benefit Program / October 2024	22.62
7860	09/13/2024	ALISO CREEK MINUTEMAN PRESS	Printing Services	134.69

CITY OF LAGUNA WOODS

ITEM 7.2

PAYMENT REGISTER

October 14, 2024

This Report Covers the Period 9/01/2024 through 9/30/2024

Date	Vendor Name	Description	Amount	
7861	09/13/2024	AT&T	White Pages / September 2024	4.30
7862	09/13/2024	BRIGHTVIEW LANDSCAPE SERVICES, INC.	Landscape Maintenance / August 2024	17,172.98
7863	09/13/2024	BUREAU VERITAS NORTH AMERICA INC	Building Plan Review Services / July 2024	8,111.27
7864	09/13/2024	CHASE DESIGN, INC.	Website Design and Maintenance / July - August 2024	3,675.00
7865	09/13/2024	IRWIN B BORNSTEIN, CPA	Financial Consulting Services / July - August 2024	600.00
7866	09/13/2024	KONE INC.	City Hall Elevator Maintenance / September 2024	232.31
7867	09/13/2024	MARC DONOHUE	Administrative Services / August 2024	450.00
7868	09/13/2024	MARQUE URGENT CARE	Employee Health Services / June 2024	150.00
7869	09/13/2024	ON POINT LAND SURVEYING, INC	Survey Document Preparation	150.00
7870	09/13/2024	PASCO DOORS	City Hall Maintenance	330.00
7871	09/13/2024	SAFE AND SOUND SECURITY, INC.	Security Camera Installation	731.55
7872	09/13/2024	SOUTHERN CALIFORNIA EDISON	Electric Services / July - August 2024	13,544.99
7873	09/13/2024	SOUTHERN CALIFORNIA GAS COMPANY	Gas Service - City Hall / August 2024	14.79
7874	09/13/2024	SWEEPING CORPORATION OF AMERICA	Street Sweeping Services / August 2024	3,480.00
7875	09/20/2024	ALPHA CARD SYSTEM, LLC	Senior Mobility Program Supplies	955.75
7876	09/20/2024	AT&T	Telephone / 581-9821 / August 2024	70.70
7877	09/20/2024	AT&T	Telephone / 583-1105 / August 2024	31.63
7878	09/20/2024	CLIFTONLARSONALLEN, LLP	Interim Audit Services / Fiscal Year 2023-24	2,100.00
7879	09/20/2024	CMTA	Membership Dues / Fiscal Year 2024-2025	110.00
7880	09/20/2024	EL TORO WATER DISTRICT	Water Service / July 2024	5,642.33
7881	09/20/2024	EVERON, LLC	Security & Fire Monitoring / October - December 2024	285.14
7882	09/20/2024	GOVERNMENT FINANCE OFFICERS	Membership Dues / October 2024 - September 2025	190.00
7883	09/20/2024	INTERWEST CONSULTING GROUP	Building Official, Permit Counter & Inspection Services / July 2024	1,820.00
7884	09/20/2024	ORANGE COUNTY REGISTER-NOTICES	Public Notices / August 2024	2,788.55
7885	09/20/2024	ORKIN	City Hall Maintenance	500.00
7886	09/20/2024	RICOH USA, INC.	Copier Lease / October 2024	258.01
7887	09/20/2024	WM CURBSIDE, LLC	HHW & Sharps Program / August 2024	3,485.52
7888	09/27/2024	ABOUND FOOD CARE	Edible Food Recovery Services / August 2024	392.33
7889	09/27/2024	ADP PAYROLL SERVICES	Payroll Processing Charges / August 2024	79.50
7890	09/27/2024	BEAR ELECTRICAL SOLUTIONS, INC.	Traffic Signal Maintenance / August 2024	4,770.20
7891	09/27/2024	CALIFORNIA YELLOW CAB	Senior Mobility Program Services / August 2024	66,714.20
7892	09/27/2024	CAPTIONING UNLIMITED	Closed Captioning / September 2024	300.00
7893	09/27/2024	CHASE DESIGN, INC.	Website Design Services / September 2024	787.50
7894	09/27/2024	COUNTY OF ORANGE	South Orange County Watershed Cost-Share / Fiscal Year 2024-25	8,676.75
7895	09/27/2024	COUNTY OF ORANGE	NPDES Water Quality Support Annual Fee / Fiscal Year 2024-25	361.16
7896	09/27/2024	COUNTY OF ORANGE	Newport Bay Watershed Cost-Share / Fiscal Year 2024-25	15,351.31
7897	09/27/2024	COUNTY OF ORANGE	Aliso Creek Watershed Cost-Share / Fiscal Year 2024-25	765.19
7898	09/27/2024	ECONOMIC & PLANNING SYSTEMS, INC.	Planning Services / August 2024	1,101.25
7899	09/27/2024	FOSTER & FOSTER CONSULTING ACTUARIES, INC.	GASB 75 Report / Fiscal Year 2023-24	2,750.00
7900	09/27/2024	GEOSYNTEC CONSULTANTS, INC	Engineering Services	10,968.54
7901	09/27/2024	HDL COREN & CONE	ACFR Statistical Package / Fiscal Year 2023-24	695.00
7902	09/27/2024	INTERPRETING SERVICES INTERNATIONAL, LLC	Translation Services	330.00
7903	09/27/2024	PSOMAS	Planning Services / July 2024	2,817.50

CITY OF LAGUNA WOODS

ITEM 7.2

PAYMENT REGISTER

October 14, 2024

This Report Covers the Period 9/01/2024 through 9/30/2024

Date	Vendor Name	Description	Amount	
7904	09/27/2024	PV MAINTENANCE INC	Street, City Hall & Park Maintenance / August 2024	15,119.82
7905	09/27/2024	RJM DESIGN GROUP	Landscape Architectural Services / August 2024	1,951.20
7906	09/27/2024	RUTAN & TUCKER, LLP	Legal Services / July 2024	14,032.73
7907	09/27/2024	SHARESQUARED, INC.	Microsoft SharePoint Consulting	2,035.00
7908	09/27/2024	SOUTHERN CALIFORNIA SHREDDING,	Shredding Services / August 2024	470.00
7909	09/27/2024	SUN TAMERS WINDOW TINTING	City Hall Maintenance	650.00
7910	09/27/2024	VERIZON WIRELESS	Building iPads Data Plans / August 2024	120.03
7911	09/27/2024	VISION SERVICE PLAN OF AMERICA	Employee Benefit Program / October 2024	68.43
7912	09/27/2024	WILLDAN ENGINEERING	Code Enforcement Services / August 2024	7,000.00
			Total Bank Debits and Warrants:	\$ 757,181.20

Petty Cash Expenditures Paid Out (See Note 2)

Orange County Clerk-Recorder Document Recording

Total Petty Cash: \$28.00
\$28.00

TOTAL \$ 757,209.20

NOTES:

Note 1 - City Councilmembers are eligible to receive either a salary or vehicle reimbursement allowance in the amount of \$300 per month (\$3,600 per year). Such compensation is included in the City's regular payroll (see "ADP Payroll Services" under "Automatic Bank Debits"), unless waived by the Councilmember. For the month of September 2024, the following Councilmembers received compensation in the amount of \$300: Conners, Hatch, Horne, and McCary.

Note 2 - Petty cash is reported as cash is paid out, not when the fund is replenished.

Note 3 - The table below summarizes credit card expenditures paid via Check #7856 to U.S. Bank totaling \$3,093.39:

Microsoft	Office 365 Subscription / July 2024	\$150.90
Microsoft	Office 365 Online Services / July 2024	\$457.50
Sinch Mailgun	Computer Software	\$35.00
Zoom	Video Conferencing	\$31.98
GoDaddy.com	Website Domain Renewal	\$299.99
ersi	GIS Software License	\$700.00
League of California Cities	Annual Conference Registration / McCary	\$700.00
League of California Cities	Quarterly Meeting Registration / Hatch	\$30.00
League of California Cities	Quarterly Meeting Registration / Macon	\$30.00
Home Depot	City Hall Maintenance	\$72.78
Orange County Clerk-Recorder	Document Recording Copy	\$1.00
Land's End	Office Supplies	\$80.95
USPS	Postage	\$17.45
Stamps.com	Online Postage Printing Service & Supplies	\$179.99
FedEx	Postage	\$42.70
Home Depot	Office Supplies	\$22.22
Studio Two Black Diamond	Printing Services	\$240.93
Total Credit Card Reimbursement:		\$3,093.39

CITY OF LAGUNA WOODS
PAYMENT REGISTER
October 14, 2024

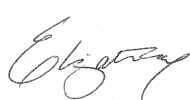
This Report Covers the Period 9/01/2024 through 9/30/2024

Date	Vendor Name	Description	Amount
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Administrative Services Director/City Treasurer's Certification

I, Elizabeth Torres, Administrative Services Director / City Treasurer, do hereby certify:

- In accordance with California Government Code Section 37202, I hereby certify to the accuracy of the demands on cash summarized within;
- That the City is able to meet all cash flow needs which might reasonably be anticipated for the next 12 months; and
- That the City is in compliance with California Government Code Section 27108.

 Digitally signed by
Elizabeth Torres
Date: 2024.10.07
19:54:20 -07'00'

Elizabeth Torres, Administrative Services Director/City Treasurer

7.3
FISCAL YEARS 2023-25 BUDGET
ADJUSTMENTS

**For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).**

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RESOLUTION NO. 24-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, INCREASING STATE OF CALIFORNIA GRANTS FUND APPROPRIATIONS FOR CERTAIN WASTE AND RECYCLING WORK TO BE FUNDED BY CALIFORNIA SENATE BILL 1383 LOCAL ASSISTANCE GRANT PROGRAM (OWR1) FUNDS, AND INCREASING GENERAL FUND AND SENIOR MOBILITY FUND APPROPRIATIONS FOR THE SENIOR MOBILITY PROGRAM

WHEREAS, the Fiscal Years 2023-25 Budget (“Budget”) was adopted by the City Council on June 28, 2023; and

WHEREAS, per City Administrative Policy 2.9, increases in adopted fund-level Budget appropriations require City Council approval; and

California Senate Bill 1383 Local Assistance Grant Program (OWR1)

WHEREAS, the City has earned \$709.71 in interest on the \$23,629 California Senate Bill 1383 Local Assistance Grant Program (OWR1) award, which has been added to that grant’s unassigned balance; and

WHEREAS, it is necessary to increase Fiscal Year 2024-25 appropriations for the State of California Grants Fund by \$710, with the appropriations drawn from the unassigned California Senate Bill 1383 Local Assistance Grant Program (OWR1) Fiscal Year 2024-25 balance, to allow for the expenditure of interest earnings; and

Senior Mobility Program

WHEREAS, transportation and other direct costs for the Senior Mobility Program are presently funded using Measure M2 (OC Go) Senior Mobility monies, which are received from the Orange County Transportation Authority (“OCTA”) every two months; and

WHEREAS, demand for the Senior Mobility Program has increased such that additional monies are necessary to meet demand and provide sufficient cash flow for the Senior Mobility Program’s direct costs through the end of the calendar year, including between the every two month payments from OCTA; and

WHEREAS, the City Council wishes to increase Fiscal Year 2024-25 appropriations for the Senior Mobility Fund in the amount of \$150,000; and

WHEREAS, the unassigned General Fund balance has sufficient funds to accommodate the increased appropriations; and

WHEREAS, increased appropriations in the General Fund would be used to transfer that same amount to the Senior Mobility Fund.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Section 2 of Resolution No. 23-16, as previously amended by Resolution Nos. 23-25, 23-33, 24-02, 24-07, 24-10, 24-11, 24-14, 24-19, and 24-34, is hereby amended, in its entirety, to read as follows:

The budget revenue projections are:

	<i>Fiscal Year 2023-24</i>	<i>Fiscal Year 2024-25</i>
General Fund		
Property Tax	\$3,297,700	\$3,405,200
Property Transfer Tax	\$112,000	\$114,900
Sales Tax	\$1,196,000	\$1,233,000
Franchise Fees	\$751,800	\$753,100
Transient Occupancy Tax	\$604,000	\$620,000
Developing Processing Fees	\$814,400	\$827,400
Interest	\$352,000	\$340,000
Miscellaneous	\$207,700	\$213,800
SUBTOTAL	\$7,335,600	\$7,507,400
Capital Projects Fund		
Intergovernmental	\$0	\$0
Interest	\$0	\$0
SUBTOTAL	\$0	\$0
Fuel Tax	\$492,800	\$503,700

Road Maintenance & Rehabilitation Program	\$435,300	\$465,600
Measure M2 (OC Go)	\$336,000	\$348,600
Service Authority for Abandoned Vehicles	\$0	\$0
Supplemental Law Enforcement Services	\$167,800	\$169,600
Mobile Source Reduction	\$72,000	\$22,000
PEG/Cable Television	\$18,400	\$18,800
Senior Mobility	\$140,700	\$145,700
Community Development Block Grant (CDBG)	\$500,000	\$150,000
Federal Grants	\$1,618,278	\$782,869
State of California Grants	\$239,800	\$0
Miscellaneous Special Revenue	\$0	\$0
Laguna Woods Civic Support Fund	\$0	\$0

The budget appropriations authorized, on a fund level, are:

	<i>Fiscal Year 2023-24 Adopted Budget</i>	<i>Fiscal Year 2023-24 Carryover Appropriations</i>	<i>Fiscal Year 2023-24 Budget Amendments</i>	<i>Fiscal Year 2023-24 Amended Budget</i>
General Fund	\$7,730,079 ^A (includes transfers to Capital Projects Fund of \$608,250)	\$8,544	\$470,480 ^{A,B}	\$8,209,103 (includes transfers to Capital Projects Fund of \$608,250)
Capital Projects Fund	\$608,250	\$130,535	-	\$738,785
Fuel Tax	\$395,000	-	\$34,570 ^D	\$429,570
Road Maintenance & Rehabilitation Program	\$325,821	-	-	\$325,821
Measure M2 (OC Go)	\$285,700	-	-	\$285,700
Service Authority for Abandoned Vehicles	\$0	-	-	\$0
Supplemental Law Enforcement Services	\$176,100	-	-	\$176,100
Mobile Source Reduction	\$0	\$10,711	-	\$10,711
PEG/Cable Television	\$15,000	-	-	\$15,000
Senior Mobility	\$207,000	-	\$170,600 ^E	\$377,600

ITEM 7.3

Community Development Block Grant (CDBG)	\$150,000	\$307,528	-	\$457,528
Federal Grants	\$719,145	\$1,006,869	-	\$1,726,014
State of California Grants	\$0	\$221,898	\$100,580 ^{C, F}	\$322,478
Miscellaneous Special Revenue	\$0	-	-	\$0
Laguna Woods Civic Support Fund	\$48,810	-	-	\$48,810
TOTAL	\$10,052,655	\$1,686,085	\$776,230	\$12,514,970

^A Fund Budget Adjustment CC-23/24-01: CalPERS Lump Sum Payments, +\$306,925 (R 23-33)

^B Fund Budget Adjustment CC-23/24-02: CEPPT Contribution, +\$163,555 (R 24-02)

^C Fund Budget Adjustment CC-23/24-03: State HHW Grant, +\$25,580 (R 24-07)

^D Fund Budget Adjustment CC-23/24-04: Transportation System, +\$34,570 (R 24-10)

^E Fund Budget Adjustment CC-23/24-05: Senior Mobility Program, +\$170,600 (R 24-11)

^F Fund Budget Adjustment CC-23/24-06: State SB 1383 Grant, +\$75,000 (R 24-14)

	<i>Fiscal Year 2024-25 Adopted Budget</i>	<i>Fiscal Year 2024-25 Carryover Appropriations</i>	<i>Fiscal Year 2024-25 Budget Amendments</i>	<i>Fiscal Year 2024-25 Amended Budget</i>
General Fund	\$7,287,511 (includes transfers to Capital Projects Fund of \$0)	\$56,947	\$556,394 ^{A,E, F}	\$7,900,852 (includes transfers to Capital Projects Fund of \$459,946)
Capital Projects Fund	\$0	\$548,816	\$459,946 ^{A,E}	\$1,008,762
Fuel Tax	\$425,000	-	-	\$425,000
Road Maintenance & Rehabilitation Program	\$195,795 ^B	-	(\$131,795) ^D	\$64,000
Measure M2 (OC Go)	\$290,700	-	-	\$290,700
Service Authority for Abandoned Vehicles	\$0	-	-	\$0
Supplemental Law Enforcement Services	\$176,100	-	-	\$176,100
Mobile Source Reduction	\$0	-	-	\$0
PEG/Cable Television	\$15,000	-	-	\$15,000
Senior Mobility	\$227,000	-	\$150,000 ^H	\$377,000
Community Development Block Grant (CDBG)	\$150,000	-	-	\$150,000
Federal Grants	\$782,869	\$532,346	-	\$1,315,215

State of California Grants	\$0	\$300,273	\$200,710 ^{C,G}	\$500,983
Miscellaneous Special Revenue	\$0	-	-	\$0
Laguna Woods Civic Support Fund	\$300	-	-	\$300
TOTAL	\$9,550,275	\$1,438,382	\$775,309	\$11,763,966

- ^A Fund Budget Adjustment CC-24/25-01: City Hall Project: Phase 4, +\$350,000 (R 24-19)
- ^B Non-Fund Budget Adjustment CC-24/25-02: Road Maintenance & Rehabilitation Program Fund appropriations allocated to the “Pavement Management Plan Project (Westbound El Toro Road between Tanager and Calle Corta)” are formally reallocated to the “Pavement Management Plan Project (Westbound El Toro Road between Calle Corta and City Limits)” in the amount of \$195,795. This non-fund budget adjustment is made in the interest of transparency and does not affect appropriations on a fund level. (R 24-19)
- ^C Fund Budget Adjustment CC-24/25-03: Pavement Project FY 2024-25, +\$200,000 (R 24-19)
- ^D Fund Budget Adjustment CC-24/25-04: Pavement Project FY 2024-25, -\$131,795 (R 24-19)
- ^E Fund Budget Adjustment CC-24/25-05: Confluence Bypass Project, +\$109,946 (R 24-19)
- ^F Fund Budget Adjustment CC-24/25-06: CalPERS Lump Sum Payments, +\$96,448 (R 24-34)
- ^G Fund Budget Adjustment CC-24/25-07: Interest on State SB 1383 Grant, +\$710 (R 24-XX)
- ^H Fund Budget Adjustment CC-24/25-08: Senior Mobility Program, +\$150,000 (R 24-XX)

The budget appropriations authorized by this section reflect the Fiscal Years 2023-25 adopted budgets, plus authorized budget adjustments approved between July 1, 2023 and the date of this amendment. The budget appropriations authorized by this section also include carryovers of approved, but unspent, budget appropriations from prior fiscal years. Such carryovers were approved by the City Council with the adoption of the current budget and/or pursuant to Administrative Policy 2.9.

SECTION 2. The Mayor shall sign this resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2024.

NOEL HATCH, Mayor

ATTEST:

YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-XX** was duly adopted by the City Council of the City of Laguna Woods at an adjourned regular meeting thereof, held on the XX day of XX 2024, by the following vote:

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

YOLIE TRIPPY, CMC, City Clerk

7.4 AUTOMATED LICENSE PLATE RECOGNITION SYSTEMS

**For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).**

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**Flock Safety + CA - City of Laguna
Woods**

Flock Group Inc.
1170 Howell Mill Rd, Suite 210
Atlanta, GA 30318

MAIN CONTACT:
Jesse Mund
jesse.mund@flocksafety.com
7138996379



EXHIBIT A
ORDER FORM

Customer: CA - City of Laguna Woods
 Legal Entity Name: CA - City of Laguna Woods
 Accounts Payable Email: abaumgarten@cityoflagunawoods.org
 Address: 24264 El Toro Road Laguna Woods, California
 92637

Initial Term: 24 Months
 Renewal Term: 12 Months
 Payment Terms: Net 30
 Billing Frequency: Annual Plan - Invoiced at First Camera Validation.
 Retention Period: 365 Days

Hardware and Software Products

Annual recurring amounts over subscription term

Item	Cost	Quantity	Total
Flock Safety Platform			\$21,200.00
Flock Safety LPR Products			
Solar Falcon ® LR	Included	4	Included
Flock Safety Platform Add Ons			
Extended data retention (Up to 1 Year)	Included	4	Included

Professional Services and One Time Purchases

Item	Cost	Quantity	Total
One Time Fees			
Flock Safety Professional Services			
Professional Services - Solar Implementation Fee	\$750.00	4	\$3,000.00

Subtotal Year 1: \$24,200.00

Annual Recurring Subtotal: \$21,200.00

Estimated Tax: \$0.00

Contract Total: \$45,400.00

Taxes shown above are provided as an estimate. Actual taxes are the responsibility of the Customer. This Agreement will automatically renew for successive renewal terms of the greater of one year or the length set forth on the Order Form (each, a "Renewal Term") unless either Party gives the other Party notice of non-renewal at least thirty (30) days prior to the end of the then-current term.

Billing Schedule

Billing Schedule	Amount (USD)
Year 1	
At First Camera Validation	\$24,200.00
Annual Recurring after Year 1	\$21,200.00
Contract Total	\$45,400.00

*Tax not included

Product and Services Description

Flock Safety Platform Items	Product Description	Terms
One-Time Fees	Service Description	
Installation on existing infrastructure	One-time Professional Services engagement. Includes site & safety assessment, camera setup & testing, and shipping & handling in accordance with the Flock Safety Advanced Implementation Service Brief.	
Professional Services - Standard Implementation Fee	One-time Professional Services engagement. Includes site and safety assessment, camera setup and testing, and shipping and handling in accordance with the Flock Safety Standard Implementation Service Brief.	
Professional Services - Advanced Implementation Fee	One-time Professional Services engagement. Includes site & safety assessment, camera setup & testing, and shipping & handling in accordance with the Flock Safety Advanced Implementation Service Brief.	

By executing this Order Form, Customer represents and warrants that it has read and agrees to all of the terms and conditions contained in the Master Services Agreement attached.

The Parties have executed this Agreement as of the dates set forth below.

FLOCK GROUP, INC.

Customer: CA - City of Laguna Woods

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

PO Number: _____

Master Services Agreement

This Master Services Agreement (this “*Agreement*”) is entered into by and between Flock Group, Inc. with a place of business at 1170 Howell Mill Road NW Suite 210, Atlanta, GA 30318 (“*Flock*”) and the entity identified in the signature block (“*Customer*”) (each a “*Party*,” and together, the “*Parties*”) on this the 04 day of August 2023. This Agreement is effective on the date of mutual execution (“*Effective Date*”). Parties will sign an Order Form (“*Order Form*”) which will describe the Flock Services to be performed and the period for performance, attached hereto as **Exhibit A**. The Parties agree as follows:

RECITALS

WHEREAS, Flock offers a software and hardware situational awareness solution through Flock’s technology platform that upon detection is capable of capturing audio, video, image, and recording data and provide notifications to Customer (“*Notifications*”);

WHEREAS, Customer desires access to the Flock Services (defined below) on existing devices, provided by Customer, or Flock provided Flock Hardware (as defined below) in order to create, view, search and archive Footage and receive Notifications, via the Flock Services;

WHEREAS, Customer shall have access to the Footage in Flock Services. Pursuant to Flock’s standard Retention Period (defined below) Flock deletes all Footage on a rolling thirty (30) day basis, except as otherwise stated on the *Order Form*. Customer shall be responsible for extracting, downloading and archiving Footage from the Flock Services on its own storage devices; and

WHEREAS, Flock desires to provide Customer the Flock Services and any access thereto, subject to the terms and conditions of this Agreement, solely for the awareness, prevention, and prosecution of crime, bona fide investigations and evidence gathering for law enforcement purposes, (“*Permitted Purpose*”).

AGREEMENT

NOW, THEREFORE, Flock and Customer agree that this Agreement, and any Order Form, purchase orders, statements of work, product addenda, or the like, attached hereto as exhibits and incorporated by reference, constitute the complete and exclusive statement of the Agreement of the Parties with respect to the subject matter of this Agreement, and replace and supersede all prior agreements, term sheets, purchase orders, correspondence, oral or written communications and negotiations by and between the Parties. This Agreement also includes Customer's **Supplemental Conditions Addendum**, which is attached hereto at **Exhibit "C"** and is incorporated herein by reference.

1. DEFINITIONS

Certain capitalized terms, not otherwise defined herein, have the meanings set forth or cross-referenced in this Section 1.

1.1 "**Anonymized Data**" means Customer Data permanently stripped of identifying details and any potential personally identifiable information, by commercially available standards which irreversibly alters data in such a way that a data subject (i.e., individual person or entity) can no longer be identified directly or indirectly.

1.2 "**Authorized End User(s)**" means any individual employees, agents, or contractors of Customer accessing or using the Services, under the rights granted to Customer pursuant to this Agreement.

1.3 "**Customer Data**" means the data, media and content provided by Customer through the Services. For the avoidance of doubt, the Customer Data will include the Footage.

1.4. "**Customer Hardware**" means the third-party camera owned or provided by Customer and any other physical elements that interact with the Embedded Software and the Web Interface to provide the Services.

1.5 "**Embedded Software**" means the Flock proprietary software and/or firmware integrated with or installed on the Flock Hardware or Customer Hardware.

1.6 "**Flock Hardware**" means the Flock device(s), which may include the pole, clamps, solar panel, installation components, and any other physical elements that interact with the Embedded Software and the Web Interface, to provide the Flock Services as specifically set forth in the applicable product addenda.

1.7 “**Flock IP**” means the Services, the Embedded Software, and any intellectual property or proprietary information therein or otherwise provided to Customer and/or its Authorized End Users. Flock IP does not include Footage (as defined below).

1.8 “**Flock Network End User(s)**” means any user of the Flock Services that Customer authorizes access to or receives data from, pursuant to the licenses granted herein.

1.9 “**Flock Services**” means the provision of Flock’s software and hardware situational awareness solution, via the Web Interface, for automatic license plate detection, alerts, audio detection, searching image records, video and sharing Footage.

1.10 “**Footage**” means still images, video, audio and other data captured by the Flock Hardware or Customer Hardware in the course of and provided via the Flock Services.

1.11 “**Hotlist(s)**” means a digital file containing alphanumeric license plate related information pertaining to vehicles of interest, which may include stolen vehicles, stolen vehicle license plates, vehicles owned or associated with wanted or missing person(s), vehicles suspected of being involved with criminal or terrorist activities, and other legitimate law enforcement purposes. Hotlist also includes, but is not limited to, national data (i.e., NCIC) for similar categories, license plates associated with AMBER Alerts or Missing Persons/Vulnerable Adult Alerts, and includes manually entered license plate information associated with crimes that have occurred in any local jurisdiction.

1.12 “**Installation Services**” means the services provided by Flock for installation of Flock Services.

1.13 “**Retention Period**” means the time period that the Customer Data is stored within the cloud storage, as specified in the product addenda.

1.14 “**Vehicle Fingerprint™**” means the unique vehicular attributes captured through Services such as: type, make, color, state registration, missing/covered plates, bumper stickers, decals, roof racks, and bike racks.

1.15 “**Web Interface**” means the website(s) or application(s) through which Customer and its Authorized End Users can access the Services.

2. SERVICES AND SUPPORT

2.1 Provision of Access. Flock hereby grants to Customer a non-exclusive, non-transferable right to access the features and functions of the Flock Services via the Web Interface during the Term, solely for the Authorized End Users. The Footage will be available for Authorized End Users to access and download via the Web Interface for the data retention time defined on the Order Form (“*Retention Period*”). Authorized End Users will be required to sign up for an account and select a password and username (“*User ID*”). Customer shall be responsible for all acts and omissions of Authorized End Users, and any act or omission by an Authorized End User which, including any acts or omissions of authorized End user which would constitute a breach of this agreement if undertaken by customer. Customer shall undertake reasonable efforts to make all Authorized End Users aware of all applicable provisions of this Agreement and shall cause Authorized End Users to comply with such provisions. Flock may use the services of one or more third parties to deliver any part of the Flock Services, (such as using a third party to host the Web Interface for cloud storage or a cell phone provider for wireless cellular coverage).

2.2 Embedded Software License. Flock grants Customer a limited, non-exclusive, non-transferable, non-sublicensable (except to the Authorized End Users), revocable right to use the Embedded Software as it pertains to Flock Services, solely as necessary for Customer to use the Flock Services.

2.3 Support Services. Flock shall monitor the Flock Services, and any applicable device health, in order to improve performance and functionality. Flock will use commercially reasonable efforts to respond to requests for support within seventy-two (72) hours. Flock will provide Customer with reasonable technical and on-site support and maintenance services in-person, via phone or by email at support@flocksafety.com (such services collectively referred to as “*Support Services*”).

2.4 Upgrades to Platform. Flock may make any upgrades to system or platform that it deems necessary or useful to (i) maintain or enhance the quality or delivery of Flock’s products or services to its agencies, the competitive strength of, or market for, Flock’s products or services, such platform or system’s cost efficiency or performance, or (ii) to comply with applicable law. Parties understand that such upgrades are necessary from time to time and will not diminish the quality of the services or materially change any terms or conditions within this Agreement.

2.5 Service Interruption. Services may be interrupted in the event that: (a) Flock's provision of the Services to Customer or any Authorized End User is prohibited by applicable law; (b) any third-party services required for Services are interrupted; (c) if Flock reasonably believe Services are being used for malicious, unlawful, or otherwise unauthorized use; (d) there is a threat or attack on any of the Flock IP by a third party; or (e) scheduled or emergency maintenance ("**Service Interruption**"). Flock will make commercially reasonable efforts to provide written notice of any Service Interruption to Customer, to provide updates, and to resume providing access to Flock Services as soon as reasonably possible after the event giving rise to the Service Interruption is cured. Flock will have no liability for any damage, liabilities, losses (including any loss of data or profits), or any other consequences that Customer or any Authorized End User may incur as a result of a Service Interruption. To the extent that the Service Interruption is not caused by Customer's direct actions or by the actions of parties associated with the Customer, the time will be tolled by the duration of the Service Interruption (for any continuous suspension lasting at least one full day). For example, in the event of a Service Interruption lasting five (5) continuous days, Customer will receive a credit for five (5) free days at the end of the Term.

2.6 Service Suspension. Flock may temporarily suspend Customer's and any Authorized End User's access to any portion or all of the Flock IP or Flock Service if (a) there is a threat or attack on any of the Flock IP by Customer; (b) Customer's or any Authorized End User's use of the Flock IP disrupts or poses a security risk to the Flock IP or any other customer or vendor of Flock; (c) Customer or any Authorized End User is/are using the Flock IP for fraudulent or illegal activities; (d) Customer has violated any term of this provision, including, but not limited to, utilizing Flock Services for anything other than the Permitted Purpose; or (e) any unauthorized access to Flock Services through Customer's account ("**Service Suspension**"). Customer shall not be entitled to any remedy for the Service Suspension period, including any reimbursement, tolling, or credit. If the Service Suspension was not caused by Customer, the Term will be tolled by the duration of the Service Suspension.

2.7 Hazardous Conditions. Flock Services do not contemplate hazardous materials, or other hazardous conditions, including, without limit, asbestos, lead, toxic or flammable substances. In the event any such hazardous materials are discovered in the designated locations in which Flock is to perform services under this Agreement, Flock shall have the right to cease work immediately.

3. CUSTOMER OBLIGATIONS

3.1 Customer Obligations. Flock will assist Customer Authorized End Users in the creation of a User ID. Authorized End Users agree to provide Flock with accurate, complete, and updated registration information. Authorized End Users may not select as their User ID, a name that they do not have the right to use, or any other name with the intent of impersonation. Customer and Authorized End Users may not transfer their account to anyone else without prior written permission of Flock. Authorized End Users shall not share their account username or password information and must protect the security of the username and password. Unless otherwise stated and defined in this Agreement, Customer shall not designate Authorized End Users for persons who are not officers, employees, or agents of Customer. Authorized End Users shall only use Customer-issued email addresses for the creation of their User ID. Customer is responsible for any Authorized End User activity associated with its account. Customer shall ensure that Customer provides Flock with up to date contact information at all times during the Term of this agreement. Customer shall be responsible for obtaining and maintaining any equipment and ancillary services needed to connect to, access or otherwise use the Flock Services. Customer shall (at its own expense) provide Flock with reasonable access and use of Customer facilities and Customer personnel in order to enable Flock to perform Services (such obligations of Customer are collectively defined as “*Customer Obligations*”).

3.2 Customer Representations and Warranties. Customer represents, covenants, and warrants that Customer shall use Flock Services only in compliance with this Agreement and all applicable laws and regulations, including but not limited to any laws relating to the recording or sharing of data, video, photo, or audio content.

4. DATA USE AND LICENSING

4.1 Customer Data. As between Flock and Customer, all right, title and interest in the Customer Data, belong to and are retained solely by Customer. Customer hereby grants to Flock a limited, non-exclusive, royalty-free, irrevocable, worldwide license to use the Customer Data and perform all acts as may be necessary for Flock to provide the Flock Services to Customer. Flock does not own and shall not sell Customer Data.

4.2 Customer Generated Data. Flock may provide Customer with the opportunity to post, upload, display, publish, distribute, transmit, broadcast, or otherwise make available, messages, text, illustrations, files, images, graphics, photos, comments, sounds, music, videos, information,

content, ratings, reviews, data, questions, suggestions, or other information or materials produced by Customer (“**Customer Generated Data**”). Customer shall retain whatever legally cognizable right, title, and interest in Customer Generated Data. Customer understands and acknowledges that Flock has no obligation to monitor or enforce Customer’s intellectual property rights of Customer Generated Data. Customer grants Flock a non-exclusive, irrevocable, worldwide, royalty-free, license to use the Customer Generated Data for the purpose of providing Flock Services. Flock does not own and shall not sell Customer Generated Data.

4.3 **Anonymized Data.** Flock shall have the right to collect, analyze, and anonymize Customer Data and Customer Generated Data to the extent such anonymization renders the data non-identifiable to create Anonymized Data to use and perform the Services and related systems and technologies, including the training of machine learning algorithms. Customer hereby grants Flock a non-exclusive, worldwide, perpetual, royalty-free right to use and distribute such Anonymized Data to improve and enhance the Services and for other development, diagnostic and corrective purposes, and other Flock offerings. Parties understand that the aforementioned license is required for continuity of Services. Flock does not own and shall not sell Anonymized Data.

5. CONFIDENTIALITY; DISCLOSURES

5.1 **Confidentiality.** To the extent required by any applicable public records requests, each Party (the “**Receiving Party**”) understands that the other Party (the “**Disclosing Party**”) has disclosed or may disclose business, technical or financial information relating to the Disclosing Party’s business (hereinafter referred to as “**Proprietary Information**” of the Disclosing Party). Proprietary Information of Flock includes non-public information regarding features, functionality and performance of the Services. Proprietary Information of Customer includes non-public data provided by Customer to Flock or collected by Flock via Flock Services, which includes but is not limited to geolocation information and environmental data collected by sensors, unless Customer, at its sole discretion, chooses to disclose such information to the public or any other party. The Receiving Party agrees: (i) to take the same security precautions to protect against disclosure or unauthorized use of such Proprietary Information that the Party takes with its own proprietary information, but in no event less than commercially reasonable precautions, and (ii) not to use (except in performance of the Services or as otherwise permitted herein) or divulge to any third person any such Proprietary Information. The Disclosing Party agrees that the foregoing shall not apply with respect to any information that the Receiving Party can document (a) is or becomes generally

available to the public; or (b) was in its possession or known by it prior to receipt from the Disclosing Party; or (c) was rightfully disclosed to it without restriction by a third party; or (d) was independently developed without use of any Proprietary Information of the Disclosing Party. Nothing in this Agreement will prevent the Receiving Party from (a) disclosing the Proprietary Information pursuant to any judicial or governmental order, provided that the Receiving Party gives the Disclosing Party reasonable prior notice of such disclosure to contest such order; or (b) disclosing the Order Form, Master Services Agreement, or amendments thereto, without redaction of any kind, to the public or any other party without providing notice of such disclosure to the Disclosing Party. At the termination of this Agreement, all Proprietary Information will be returned to the Disclosing Party, destroyed or erased (if recorded on an erasable storage medium), together with any copies thereof, when no longer needed for the purposes above, or upon request from the Disclosing Party, and in any case upon termination of the Agreement. Notwithstanding any termination, all confidentiality obligations of Proprietary Information that is trade secret shall continue in perpetuity or until such information is no longer trade secret.

5.2 Usage Restrictions on Flock IP. Flock and its licensors retain all right, title and interest in and to the Flock IP and its components, and Customer acknowledges that it neither owns nor acquires any additional rights in and to the foregoing not expressly granted by this Agreement. Customer further acknowledges that Flock retains the right to use the foregoing for any purpose in Flock's sole discretion. Customer and Authorized End Users shall not: (i) copy or duplicate any of the Flock IP; (ii) decompile, disassemble, reverse engineer, or otherwise attempt to obtain or perceive the source code from which any software component of any of the Flock IP is compiled or interpreted, or apply any other process or procedure to derive the source code of any software included in the Flock IP; (iii) attempt to modify, alter, tamper with or repair any of the Flock IP, or attempt to create any derivative product from any of the foregoing; (iv) interfere or attempt to interfere in any manner with the functionality or proper working of any of the Flock IP; (v) remove, obscure, or alter any notice of any intellectual property or proprietary right appearing on or contained within the Flock Services or Flock IP; (vi) use the Flock Services for anything other than the Permitted Purpose; or (vii) assign, sublicense, sell, resell, lease, rent, or otherwise transfer, convey, pledge as security, or otherwise encumber, Customer's rights. There are no implied rights.

5.3 Disclosure of Footage. Subject to and during the Retention Period, Flock may access, use, preserve and/or disclose the Footage to law enforcement authorities, government officials, and/or third parties, if legally required to do so or if Flock has a good faith belief that such access, use, preservation or disclosure is reasonably necessary to comply with a legal process, enforce this

Agreement, or detect, prevent or otherwise address security, privacy, fraud or technical issues, or emergency situations. ITEM 7.4

6. PAYMENT OF FEES

6.1 Billing and Payment of Fees. Customer shall pay the fees set forth in the applicable Order Form based on the billing structure and payment terms as indicated in the Order Form. If Customer believes that Flock has billed Customer incorrectly, Customer must contact Flock no later than thirty (30) days after the closing date on the first invoice in which the error or problem appeared to receive an adjustment or credit. Customer acknowledges and agrees that a failure to contact Flock within this period will serve as a waiver of any claim. If any undisputed fee is more than thirty (30) days overdue, Flock may, without limiting its other rights and remedies, suspend delivery of its service until such undisputed invoice is paid in full. Flock shall provide at least thirty (30) days' prior written notice to Customer of the payment delinquency before exercising any suspension right.

6.2 Notice of Changes to Fees. Flock reserves the right to change the fees for subsequent Renewal Terms by providing sixty (60) days' notice (which may be sent by email) prior to the end of the Initial Term or Renewal Term (as applicable).

6.3 Late Fees. If payment is not issued to Flock by the due date of the invoice, an interest penalty of 1.0% of any unpaid amount may be added for each month or fraction thereafter, until final payment is made.

6.4 Taxes. Customer is responsible for all taxes, levies, or duties, excluding only taxes based on Flock's net income, imposed by taxing authorities associated with the order. If Flock has the legal obligation to pay or collect taxes, including amount subsequently assessed by a taxing authority, for which Customer is responsible, the appropriate amount shall be invoice to and paid by Customer unless Customer provides Flock a legally sufficient tax exemption certificate and Flock shall not charge customer any taxes from which it is exempt. If any deduction or withholding is required by law, Customer shall notify Flock and shall pay Flock any additional amounts necessary to ensure that the net amount that Flock receives, after any deduction and withholding, equals the amount Flock would have received if no deduction or withholding had been required.

7. TERM AND TERMINATION

7.1 **Term.** The initial term of this Agreement shall be for the period of time set forth on the Order Form (the “**Term**”). Following the Term, unless otherwise indicated on the Order Form, this Agreement may be renewed for successive renewal terms of the greater of one year or the length set forth on the Order Form (each, a “**Renewal Term**”) provided the Parties execute a renewal of this Agreement at least thirty (30) days prior to the end of the then-current term.

7.2 **Termination.** Upon termination or expiration of this Agreement, Flock will remove any applicable Flock Hardware at a commercially reasonable time period. In the event of any material breach of this Agreement, the non-breaching Party may terminate this Agreement prior to the end of the Term by giving thirty (30) days prior written notice to the breaching Party; provided, however, that this Agreement will not terminate if the breaching Party has cured the breach prior to the expiration of such thirty (30) day period (“**Cure Period**”). Either Party may terminate this Agreement (i) upon the institution by or against the other Party of insolvency, receivership or bankruptcy proceedings, (ii) upon the other Party's making an assignment for the benefit of creditors, or (iii) upon the other Party's dissolution or ceasing to do business. In the event of a material breach by Flock, and Flock is unable to cure within the **Cure Period**, Flock will refund Customer a pro-rata portion of the pre-paid fees for Services not received due to such termination.

7.3 **Survival.** The following Sections will survive termination: 1, 3, 5, 6, 7, 8.3, 8.4, 9, 11.1 and 11.6.

8.1 Manufacturer Defect. Upon a malfunction or failure of Flock Hardware or Embedded Software (a “*Defect*”), Customer must notify Flock’s technical support team. In the event of a Defect, Flock shall make a commercially reasonable attempt to repair or replace the defective Flock Hardware at no additional cost to the Customer. Flock reserves the right, in its sole discretion, to repair or replace such Defect, provided that Flock shall conduct inspection or testing within a commercially reasonable time, but no longer than seven (7) business days after Customer gives notice to Flock.

8.2 Replacements. In the event that Flock Hardware is lost, stolen, or damaged, Customer may request a replacement of Flock Hardware at a fee according to the reinstall fee schedule (<https://www.flocksafety.com/reinstall-fee-schedule>). In the event that Customer chooses not to replace lost, damaged, or stolen Flock Hardware, Customer understands and agrees that (1) Flock Services will be materially affected, and (2) that Flock shall have no liability to Customer regarding such affected Flock Services, nor shall Customer receive a refund for the lost, damaged, or stolen Flock Hardware.

8.3 Warranty. Flock shall use reasonable efforts consistent with prevailing industry standards to maintain the Services in a manner which minimizes errors and interruptions in the Services and shall perform the Installation Services in a professional and workmanlike manner. Services may be temporarily unavailable for scheduled maintenance or for unscheduled emergency maintenance, either by Flock or by third-party providers, or because of other causes beyond Flock’s reasonable control, but Flock shall use reasonable efforts to provide advance notice in writing or by e-mail of any scheduled service disruption.

8.4 Disclaimer. THE REMEDY DESCRIBED IN SECTION 8.1 ABOVE IS CUSTOMER’S SOLE REMEDY, AND FLOCK’S SOLE LIABILITY, WITH RESPECT TO DEFECTS. FLOCK DOES NOT WARRANT THAT THE SERVICES WILL BE UNINTERRUPTED OR ERROR FREE; NOR DOES IT MAKE ANY WARRANTY AS TO THE RESULTS THAT MAY BE OBTAINED FROM USE OF THE SERVICES. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION, THE SERVICES ARE PROVIDED “AS IS” AND FLOCK DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND NON-INFRINGEMENT. THIS DISCLAIMER ONLY

APPLIES TO THE EXTENT ALLOWED BY THE GOVERNING LAW OF THE STATE MENTIONED IN SECTION 11.6.

8.5 **Insurance.** Flock will maintain commercial general liability policies as stated in Exhibit B.

8.6 **Force Majeure.** Parties are not responsible or liable for any delays or failures in performance from any cause beyond their control, including, but not limited to acts of God, changes to law or regulations, embargoes, war, terrorist acts, pandemics (including the spread of variants), issues of national security, acts or omissions of third-party technology providers, riots, fires, earthquakes, floods, power blackouts, strikes, supply chain shortages of equipment or supplies, financial institution crisis, weather conditions or acts of hackers, internet service providers or any other third party acts or omissions.

9. LIMITATION OF LIABILITY; INDEMNITY

9.1 **Limitation of Liability.** NOTWITHSTANDING ANYTHING TO THE CONTRARY, FLOCK, ITS OFFICERS, AFFILIATES, REPRESENTATIVES, CONTRACTORS AND EMPLOYEES SHALL NOT BE RESPONSIBLE OR LIABLE WITH RESPECT TO ANY SUBJECT MATTER OF THIS AGREEMENT OR TERMS AND CONDITIONS RELATED THERETO UNDER ANY CONTRACT, NEGLIGENCE, STRICT LIABILITY, PRODUCT LIABILITY, OR OTHER THEORY: (A) FOR LOSS OF REVENUE, BUSINESS OR BUSINESS INTERRUPTION; (B) INCOMPLETE, CORRUPT, OR INACCURATE DATA; (C) COST OF PROCUREMENT OF SUBSTITUTE GOODS, SERVICES OR TECHNOLOGY; (D) FOR ANY INDIRECT, EXEMPLARY, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES; (E) FOR ANY MATTER BEYOND FLOCK'S ACTUAL KNOWLEDGE OR REASONABLE CONTROL INCLUDING REPEAT CRIMINAL ACTIVITY OR INABILITY TO CAPTURE FOOTAGE; OR (F) FOR ANY AMOUNTS THAT, TOGETHER WITH AMOUNTS ASSOCIATED WITH ALL OTHER CLAIMS, EXCEED THE FEES PAID AND/OR PAYABLE BY CUSTOMER TO FLOCK FOR THE SERVICES UNDER THIS AGREEMENT IN THE TWENTY-FOUR (24) MONTHS PRIOR TO THE ACT OR OMISSION THAT GAVE RISE TO THE LIABILITY, IN EACH CASE, WHETHER OR NOT FLOCK HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THIS LIMITATION OF LIABILITY OF SECTION ONLY APPLIES TO THE EXTENT ALLOWED BY THE GOVERNING LAW OF THE STATE REFERENCED IN SECTION 10.6.

NOTWITHSTANDING ANYTHING TO THE CONTRARY, THE FOREGOING LIMITATIONS OF LIABILITY SHALL NOT APPLY (I) IN THE EVENT OF GROSS NEGLIGENCE OR WILLFUL MISCONDUCT, OR (II) INDEMNIFICATION OBLIGATIONS.

9.2 **Responsibility.** Each Party to this Agreement shall assume the responsibility and liability for the acts and omissions of its own employees, officers, or agents, in connection with the performance of their official duties under this Agreement. Each Party to this Agreement shall be liable for the torts of its own officers, agents, or employees.

9.3 **Flock Indemnity.** Flock shall indemnify and hold harmless Customer, its agents and employees, from liability of any kind, including claims, costs (including defense) and expenses, on account of: (i) any copyrighted material, patented or unpatented invention, articles, device or appliance manufactured or used in the performance of this Agreement; or (ii) any damage or injury to property or person directly caused by Flock's installation of Flock Hardware, except for where such damage or injury was caused solely by the negligence of the Customer or its agents, officers or employees. Flock's performance of this indemnity obligation shall not exceed the fees paid and/or payable for the services rendered under this Agreement in the preceding twelve (12) months.

10. INSTALLATION SERVICES AND OBLIGATIONS

10.1 **Ownership of Hardware.** Flock Hardware is owned and shall remain the exclusive property of Flock. Title to any Flock Hardware shall not pass to Customer upon execution of this Agreement, except as otherwise specifically set forth in this Agreement. Except as otherwise expressly stated in this Agreement, Customer is not permitted to remove, reposition, re-install, tamper with, alter, adjust or otherwise take possession or control of Flock Hardware. Customer agrees and understands that in the event Customer is found to engage in any of the foregoing restricted actions, all warranties herein shall be null and void, and this Agreement shall be subject to immediate termination for material breach by Customer. Customer shall not perform any acts which would interfere with the retention of title of the Flock Hardware by Flock. Should Customer default on any payment of the Flock Services, Flock may remove Flock Hardware at Flock's discretion. Such removal, if made by Flock, shall not be deemed a waiver of Flock's rights to any damages Flock may sustain as a result of Customer's default and Flock shall have the right to enforce any other legal remedy or right.

10.2 Deployment Plan. Flock shall advise Customer on the location and positioning of the Flock Hardware for optimal product functionality, as conditions and locations allow. Flock will collaborate with Customer to design the strategic geographic mapping of the location(s) and implementation of Flock Hardware to create a deployment plan (“*Deployment Plan*”). In the event that Flock determines that Flock Hardware will not achieve optimal functionality at a designated location, Flock shall have final discretion to veto a specific location, and will provide alternative options to Customer.

10.3 Changes to Deployment Plan. After installation of Flock Hardware, any subsequent requested changes to the Deployment Plan, including, but not limited to, relocating, re-positioning, adjusting of the mounting, removing foliage, replacement, changes to heights of poles will incur a fee according to the reinstall fee schedule located at (<https://www.flocksafety.com/reinstall-fee-schedule>). Customer will receive prior notice and confirm approval of any such fees.

10.4 Customer Installation Obligations. Customer is responsible for any applicable supplementary cost as described in the Customer Implementation Guide, attached hereto as Exhibit C (“*Customer Obligations*”). Customer represents and warrants that it has, or shall lawfully obtain, all necessary right title and authority and hereby authorizes Flock to install the Flock Hardware at the designated locations and to make any necessary inspections or maintenance in connection with such installation.

10.5 Flock’s Obligations. Installation of any Flock Hardware shall be installed in a professional manner within a commercially reasonable time from the Effective Date of this Agreement. Upon removal of Flock Hardware, Flock shall restore the location to its original condition, ordinary wear and tear excepted. Flock will continue to monitor the performance of Flock Hardware for the length of the Term. Flock may use a subcontractor or third party to perform certain obligations under this agreement, provided that Flock’s use of such subcontractor or third party shall not release Flock from any duty or liability to fulfill Flock’s obligations under this Agreement.

11. MISCELLANEOUS

11.1 Compliance With Laws. Parties shall comply with all applicable local, state and federal laws, regulations, policies and ordinances and their associated record retention schedules, including responding to any subpoena request(s).

11.2 **Severability.** If any provision of this Agreement is found to be unenforceable or invalid, that provision will be limited or eliminated to the minimum extent necessary so that this Agreement will otherwise remain in full force and effect.

11.3 **Assignment.** This Agreement is not assignable, transferable or sublicensable by either Party, without prior consent. Notwithstanding the foregoing, either Party may assign this Agreement, without the other Party's consent, (i) to any parent, subsidiary, or affiliate entity, or (ii) to any purchaser of all or substantially all of such Party's assets or to any successor by way of merger, consolidation or similar transaction.

11.4 **Entire Agreement.** This Agreement, together with the Order Form(s), the reinstall fee schedule (<https://www.flocksafety.com/reinstall-fee-schedule>), and any attached exhibits are the complete and exclusive statement of the mutual understanding of the Parties and supersedes and cancels all previous or contemporaneous negotiations, discussions or agreements, whether written and oral, communications and other understandings relating to the subject matter of this Agreement, and that all waivers and modifications must be in a writing signed by both Parties, except as otherwise provided herein. None of Customer's purchase orders, authorizations or similar documents will alter the terms of this Agreement, and any such conflicting terms are expressly rejected. Any mutually agreed upon future purchase order is subject to these legal terms and does not alter the rights and obligations under this Agreement, except that future purchase orders may outline additional products, services, quantities and billing terms to be mutually accepted by Parties. In the event of any conflict of terms found in this Agreement or any other terms and conditions, the terms of this Agreement shall prevail. Customer agrees that Customer's purchase is neither contingent upon the delivery of any future functionality or features nor dependent upon any oral or written comments made by Flock with respect to future functionality or feature.

11.5 **Relationship.** No agency, partnership, joint venture, or employment is created as a result of this Agreement and Parties do not have any authority of any kind to bind each other in any respect whatsoever. Flock shall at all times be and act as an independent contractor to Customer.

11.6 **Governing Law; Venue.** This Agreement shall be governed by the laws of the state in which the Customer is located. The Parties hereto agree that venue would be proper in the chosen courts of the State of which the Customer is located. The Parties agree that the United Nations Convention for the International Sale of Goods is excluded in its entirety from this Agreement.

11.7 **Special Terms.** Flock may offer certain special terms which are indicated in the proposal and will become part of this Agreement, upon Customer's prior written consent and the mutual execution by authorized representatives ("**Special Terms**"). To the extent that any terms of this Agreement are inconsistent or conflict with the Special Terms, the Special Terms shall control.

11.8 **Publicity.** Flock has the right to reference and use Customer's name and trademarks and disclose the nature of the Services in business and development and marketing efforts.

11.9 **Feedback.** If Customer or Authorized End User provides any suggestions, ideas, enhancement requests, feedback, recommendations or other information relating to the subject matter hereunder, Agency or Authorized End User hereby assigns to Flock all right, title and interest (including intellectual property rights) with respect to or resulting from any of the foregoing.

11.10 **Export.** Customer may not remove or export from the United States or allow the export or re-export of the Flock IP or anything related thereto, or any direct product thereof in violation of any restrictions, laws or regulations of the United States Department of Commerce, the United States Department of Treasury Office of Foreign Assets Control, or any other United States or foreign Customer or authority. As defined in Federal Acquisition Regulation ("FAR"), section 2.101, the Services, the Flock Hardware and Documentation are "commercial items" and according to the Department of Defense Federal Acquisition Regulation ("DFAR") section 252.2277014(a)(1) and are deemed to be "commercial computer software" and "commercial computer software documentation." Flock is compliant with FAR Section 889 and does not contract or do business with, use any equipment, system, or service that uses the enumerated banned Chinese telecommunication companies, equipment or services as a substantial or essential component of any system, or as critical technology as part of any Flock system. Consistent with DFAR section 227.7202 and FAR section 12.212, any use, modification, reproduction, release, performance, display, or disclosure of such commercial software or commercial software documentation by the U.S. Government will be governed solely by the terms of this Agreement and will be prohibited except to the extent expressly permitted by the terms of this Agreement.

11.11 **Headings.** The headings are merely for organization and should not be construed as adding meaning to the Agreement or interpreting the associated sections.

11.12 **Authority.** Each of the below signers of this Agreement represent that they understand this Agreement and have the authority to sign on behalf of and bind the Parties they are representing.

11.13 **Conflict.** In the event there is a conflict between this Agreement and any applicable statement of work, or Customer purchase order, this Agreement controls unless explicitly stated otherwise.

11.14 **Morality.** In the event Customer or its agents become the subject of an indictment, contempt, scandal, crime of moral turpitude or similar event that would negatively impact or tarnish Flock's reputation, Flock shall have the option to terminate this Agreement upon prior written notice to Customer.

11.15 **Notices.** All notices under this Agreement will be in writing and will be deemed to have been duly given when received, if personally delivered; when receipt is electronically confirmed, if transmitted by email; the day after it is sent, if sent for next day delivery by recognized overnight delivery service; and upon receipt to the address listed on the Order Form (or, if different, below), if sent by certified or registered mail, return receipt requested.

11.16 **Non-Appropriation.** Notwithstanding any other provision of this Agreement, all obligations of the Customer under this Agreement which require the expenditure of funds are conditioned on the availability of funds appropriated for that purpose. Customer shall have the right to terminate this Agreement for non appropriation with thirty (30) days written notice without penalty or other cost.

FLOCK NOTICES ADDRESS:

1170 HOWELL MILL ROAD, NW SUITE 210
ATLANTA, GA 30318
ATTN: LEGAL DEPARTMENT
EMAIL: legal@flocksafety.com

Customer NOTICES ADDRESS:

24264 EL TORO ROAD, LAGUNA WOODS, CA 92637
ATTN: CITY MANAGER
EMAIL: cityhall@cityoflagunawoods.org

EXHIBIT B
INSURANCE

Required Coverage. Flock shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the services under this Agreement and the results of that work by Flock or its agents, representatives, employees or subcontractors. Insurance shall be placed with insurers with a current A. M. Best rating of no less than “A” and “VII”. Flock shall obtain and, during the term of this Agreement, shall maintain policies of professional liability (errors and omissions), automobile liability, and general liability insurance for insurable amounts of not less than the limits listed herein. The insurance policies shall provide that the policies shall remain in full force during the life of the Agreement. Flock shall procure and shall maintain during the life of this Agreement Worker's Compensation insurance as required by applicable State law for all Flock employees.

Types and Amounts Required. Flock shall maintain, at minimum, the following insurance coverage for the duration of this Agreement:

- (i) **Commercial General Liability** insurance written on an occurrence basis with minimum limits of One Million Dollars (\$1,000,000) per occurrence and Two Million Dollars (\$2,000,000) in the aggregate for bodily injury, death, and property damage, including personal injury, contractual liability, independent contractors, broad-form property damage, and product and completed operations coverage;
- (ii) **Umbrella or Excess Liability** insurance written on an occurrence basis with minimum limits of Ten Million Dollars (\$10,000,000) per occurrence and Ten Million Dollars (\$10,000,000) in the aggregate;
- (iii) **Professional Liability/Errors and Omissions** insurance with minimum limits of Five Million Dollars (\$5,000,000) per occurrence and Five Million Dollars (\$5,000,000) in the aggregate;
- (iv) **Commercial Automobile Liability** insurance with a minimum combined single limit of One Million Dollars (\$1,000,000) per occurrence for bodily injury, death, and property coverage, including owned and non-owned and hired automobile coverage; and
- (v) **Cyber Liability** insurance written on an occurrence basis with minimum limits of Five Million Dollars (\$5,000,000).

CUSTOMER'S SUPPLEMENTAL CONDITIONS ADDENDUM

For purposes of this Addendum to the Agreement between Flock Group, Inc., and the City of Laguna Woods, the term "Flock" shall refer to Flock Group, Inc., and the term "City" shall be used to refer to the Customer, which is the City of Laguna Woods.

1. California Civil Code Compliance. Flock is advised of and agrees it will comply with the requirements of the California Civil Code, Division 3, Part 4, Title 1.81.23 COLLECTION OF LICENSE PLATE INFORMATION [§§1798.90.5 - 1798.90.55] as applicable to an automated license plate recognition (ALPR) operator (also referred to as an "ALPR operator"). Flock shall maintain commercially reasonable security procedures and practices to protect ALPR information from unauthorized access, destruction, use, modification or disclosure that are at least as protective as the "Flock Safety End to End Data Security Overview," "Flock Safety CJIS Compliance Overview," and "Flock Safety Internet Security Policy," (collectively, referred to as the "Flock Security Policies") as each such policy was in effect as of January 29, 2020. Any amendment to the Flock Security Policies shall be transmitted to the City within 10 days. In the event the City determines in its sole discretion that any amendment to the Flock Security Policies either substantially reduces the privacy or security of Customer Data (including ALPR Footage) or the amendments would violate any State or Federal law, then the City shall have the right to terminate the Agreement, and Flock will refund to City a pro-rata portion of the pre-paid fees for the Flock Services not received due to such termination.
2. Disclosure of Security Breach. Flock is advised of the requirements of the California Civil Code, section 1798.29, requiring notification to any resident of California in the event of breach of the security of the system. Flock agrees it will notify the City immediately (and in no event more than 24 hours) upon the occurrence of any breach in the security of data that may potentially trigger the need for security breach notifications pursuant to Civil Code section 1798.29 or similar State or Federal law. The parties agree that the City will control the timing and content of any required security breach notification, and agree that Flock shall fully pay or reimburse the City for the reasonable and justified costs of providing any security breach notification required by Civil Code, section 1798.29, or similar State or Federal law, resulting from any security breach of the Flock Safety platform. Flock's responsibility for the costs of providing such security breach notifications shall not be limited by any disclaimer or limitation of liability in the Agreement, including but not limited to Sections 2.1, 7.4 and 8 of the terms of the Master Services Agreement.
3. Indemnification. To the fullest extent permitted by law, Flock shall indemnify, defend with counsel reasonably acceptable to the City, and hold harmless the City and its officials, officers, employees, agents, contractors, consultants, and volunteers from

and against any and all losses, liability, claims, suits, actions, damages, and causes of action arising out of or relating to any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct or gross negligence of Flock or its employees, subcontractors, or agents. The foregoing obligation of Flock shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the negligence or willful misconduct of the City or its officers, employees, agents, contractors, consultants, or volunteers and (2) the actions of Flock or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Flock to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under the contract does not relieve Flock from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause is a material element of the Agreement and shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. This Section 3 shall survive termination or expiration of this Agreement.

4. Infringement. Without limiting the generality or applicability of Section 3, above, if a third party makes a claim against the City that any use of the Flock Services in accordance with the terms of this Agreement infringes such third party's intellectual property rights, Flock, at its sole cost and expense, will defend City against the claim and indemnify City from the damages, losses, liabilities, costs and expenses awarded by the court to the third party claiming infringement or the settlement agreed to by Flock, provided that City: (i) notifies Flock promptly in writing of the claim; (ii) gives Flock sole control of the defense and any settlement negotiations; and (iii) gives Flock reasonable assistance in the defense of such claim. If Flock believes or it is determined that the Flock Services violated a third party's intellectual property rights, Flock may choose to either modify the Flock Services to be non-infringing or obtain a license to allow for continued use, or if these alternatives are not commercially reasonable, Flock may terminate City's use rights and refund any unused, prepaid fees City may have paid to Flock.
5. California Public Records Act Compliance. Notwithstanding Sections 4 and 5 of the Master Services Agreement, Flock expressly understands that City is a public agency subject to the California Public Records Act (Cal. Government Code § 7920.000 et seq.). In the event that City receives a public records request seeking the disclosure of information that Flock has designated as its "Proprietary Information," City shall promptly notify Flock, and Flock shall be allowed to take any reasonable action to preserve the confidentiality of such information. City's obligation shall only extend to notifying Flock of the request, and City shall have no obligation to preserve the confidentiality unless doing so is in full compliance with the law.

6. Independent Contractor. It is expressly agreed that Flock is to perform the services described herein as an independent contractor pursuant to California Labor Code Section 3353. Nothing contained herein shall in any way be construed to make Flock or any of its agents or employees, an agent, employee or representative of the City. Flock shall be entirely responsible for the compensation of any employees used by Flock in providing said services.
7. Subcontractors. If Flock utilizes a third-party subcontractor or other vendor to provide the Flock Services under this Agreement, Flock shall ensure that such subcontractor(s) or vendor(s) complies with the terms of this Agreement, and shall be jointly and severally liable with the subcontractor/vendor for any breach by the subcontractor/vendor.
8. Appropriation. City's funding of this Agreement shall be on a fiscal year basis (July 1 to June 30) and is subject to annual appropriations. Flock acknowledges that the City is a municipal corporation and is precluded by the California Constitution and other laws from entering into obligations that financially bind future governing bodies. Nothing in this Agreement shall constitute an obligation or future governing bodies to appropriate funds for the purposes of this Agreement. The parties agree that the Initial Term and any Renewal Term(s) is contingent upon the appropriation of funds by the City. This Agreement will terminate immediately if funds necessary to continue the Agreement are not appropriated. City shall pay Flock for any services performed in accordance with this Agreement up to the date of termination.
9. Assignment. Flock shall not assign this Agreement, or any part thereof, or any right of the Flock hereunder without the prior written consent of the City, which shall not be unreasonably withheld. Notwithstanding, for purposes of this Agreement, a merger, acquisition, reorganization, spin-off or other transaction involving a transfer of substantially all of the assets or common stock of either party hereto shall not be deemed an assignment.
10. Applicability. The terms of this Addendum shall supersede the terms of the Master Services Agreement in the event of any conflict between the two.

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7.5

**AMERICANS WITH DISABILITIES ACT (ADA)
PEDESTRIAN ACCESSIBILITY IMPROVEMENT
PROJECT: PHASE 8**

**For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).**

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RESOLUTION NO. 24-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, INCREASING GENERAL FUND AND CAPITAL PROJECTS FUND APPROPRIATIONS FOR THE “AMERICANS WITH DISABILITIES ACT (ADA) PEDESTRIAN ACCESSIBILITY IMPROVEMENT PROJECT: PHASE 8”

WHEREAS, the Fiscal Years 2023-25 Budget (“Budget”) was adopted by the City Council on June 28, 2023; and

WHEREAS, per City Administrative Policy 2.9, increases in adopted fund-level Budget appropriations require City Council approval; and

WHEREAS, the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8” is included in the Capital Improvement Program; and

WHEREAS, appropriations for the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 were established in an amount estimated as of June 2023, subject to the completion of design documents, construction drawings, and competitive bidding; and

WHEREAS, design documents and construction drawings for the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 are now complete, and staff has determined that two temporary construction easements on private property are required to construct the project; and

WHEREAS, the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 is presently funded using Community Development Block Grant (CDBG) monies and such monies cannot be used to compensate private property owners for granting the City temporary construction easements; and

WHEREAS, staff has negotiated the temporary construction easements that

are required to construct the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8, including compensation in the amount of \$1,000 for one of the two temporary construction easements; and

WHEREAS, additional appropriations in the amount of \$1,000 are required to obtain one of the temporary construction easements required to construct the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8; and

WHEREAS, the City Council wishes to increase Fiscal Year 2024-25 appropriations for the Capital Projects Fund for the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 in the amount of \$1,000; and

WHEREAS, the unassigned General Fund balance has sufficient funds to accommodate the increased appropriations; and

WHEREAS, increased appropriations in the General Fund would be used to transfer that same amount to the Capital Projects Fund; Capital Projects Fund appropriations would be increased accordingly; and

WHEREAS, with the proposed Budget adjustment, the total Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 budget would be \$151,000 (\$1,000 Capital Projects Fund and \$150,000 Community Development Block Grant (CDBG) Fund).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Section 2 of Resolution No. 23-16, as previously amended by Resolution Nos. 23-25, 23-33, 24-02, 24-07, 24-10, 24-11, 24-14, 24-19, 24-34, and 24-XX, is hereby amended, in its entirety, to read as follows:

The budget revenue projections are:

	<i>Fiscal Year 2023-24</i>	<i>Fiscal Year 2024-25</i>
General Fund		
Property Tax	\$3,297,700	\$3,405,200

ITEM 7.5 – Attachment A

Property Transfer Tax	\$112,000	\$114,900
Sales Tax	\$1,196,000	\$1,233,000
Franchise Fees	\$751,800	\$753,100
Transient Occupancy Tax	\$604,000	\$620,000
Developing Processing Fees	\$814,400	\$827,400
Interest	\$352,000	\$340,000
Miscellaneous	\$207,700	\$213,800
SUBTOTAL	\$7,335,600	\$7,507,400
Capital Projects Fund		
Intergovernmental	\$0	\$0
Interest	\$0	\$0
SUBTOTAL	\$0	\$0
Fuel Tax	\$492,800	\$503,700
Road Maintenance & Rehabilitation Program	\$435,300	\$465,600
Measure M2 (OC Go)	\$336,000	\$348,600
Service Authority for Abandoned Vehicles	\$0	\$0
Supplemental Law Enforcement Services	\$167,800	\$169,600
Mobile Source Reduction	\$72,000	\$22,000
PEG/Cable Television	\$18,400	\$18,800
Senior Mobility	\$140,700	\$145,700
Community Development Block Grant (CDBG)	\$500,000	\$150,000
Federal Grants	\$1,618,278	\$782,869
State of California Grants	\$239,800	\$0
Miscellaneous Special Revenue	\$0	\$0
Laguna Woods Civic Support Fund	\$0	\$0

The budget appropriations authorized, on a fund level, are:

	<i>Fiscal Year 2023-24 Adopted Budget</i>	<i>Fiscal Year 2023-24 Carryover Appropriations</i>	<i>Fiscal Year 2023-24 Budget Amendments</i>	<i>Fiscal Year 2023-24 Amended Budget</i>
General Fund	\$7,730,079 ^A (includes transfers to Capital Projects Fund of \$608,250)	\$8,544	\$470,480 ^{A,B}	\$8,209,103 (includes transfers to Capital Projects Fund of \$608,250)
Capital Projects Fund	\$608,250	\$130,535	-	\$738,785
Fuel Tax	\$395,000	-	\$34,570 ^D	\$429,570

ITEM 7.5 – Attachment A

Road Maintenance & Rehabilitation Program	\$325,821	-	-	\$325,821
Measure M2 (OC Go)	\$285,700	-	-	\$285,700
Service Authority for Abandoned Vehicles	\$0	-	-	\$0
Supplemental Law Enforcement Services	\$176,100	-	-	\$176,100
Mobile Source Reduction	\$0	\$10,711	-	\$10,711
PEG/Cable Television	\$15,000	-	-	\$15,000
Senior Mobility	\$207,000	-	\$170,600 ^E	\$377,600
Community Development Block Grant (CDBG)	\$150,000	\$307,528	-	\$457,528
Federal Grants	\$719,145	\$1,006,869	-	\$1,726,014
State of California Grants	\$0	\$221,898	\$100,580 ^{C, F}	\$322,478
Miscellaneous Special Revenue	\$0	-	-	\$0
Laguna Woods Civic Support Fund	\$48,810	-	-	\$48,810
TOTAL	\$10,052,655	\$1,686,085	\$776,230	\$12,514,970

^A Fund Budget Adjustment CC-23/24-01: CalPERS Lump Sum Payments, +\$306,925 (R 23-33)

^B Fund Budget Adjustment CC-23/24-02: CEPPT Contribution, +\$163,555 (R 24-02)

^C Fund Budget Adjustment CC-23/24-03: State HHW Grant, +\$25,580 (R 24-07)

^D Fund Budget Adjustment CC-23/24-04: Transportation System, +\$34,570 (R 24-10)

^E Fund Budget Adjustment CC-23/24-05: Senior Mobility Program, +\$170,600 (R 24-11)

^F Fund Budget Adjustment CC-23/24-06: State SB 1383 Grant, +\$75,000 (R 24-14)

	<i>Fiscal Year 2024-25 Adopted Budget</i>	<i>Fiscal Year 2024-25 Carryover Appropriations</i>	<i>Fiscal Year 2024-25 Budget Amendments</i>	<i>Fiscal Year 2024-25 Amended Budget</i>
General Fund	\$7,287,511 (includes transfers to Capital Projects Fund of \$0)	\$56,947	\$557,394 ^{A,E, F,I}	\$7,901,852 (includes transfers to Capital Projects Fund of \$460,946)
Capital Projects Fund	\$0	\$548,816	\$460,946 ^{A,E,I}	\$1,009,762
Fuel Tax	\$425,000	-	-	\$425,000
Road Maintenance & Rehabilitation Program	\$195,795 ^B	-	(\$131,795) ^D	\$64,000
Measure M2 (OC Go)	\$290,700	-	-	\$290,700
Service Authority for Abandoned Vehicles	\$0	-	-	\$0

ITEM 7.5 – Attachment A

Supplemental Law Enforcement Services	\$176,100	-	-	\$176,100
Mobile Source Reduction	\$0	-	-	\$0
PEG/Cable Television	\$15,000	-	-	\$15,000
Senior Mobility	\$227,000	-	\$150,000 ^H	\$377,000
Community Development Block Grant (CDBG)	\$150,000	-	-	\$150,000
Federal Grants	\$782,869	\$532,346	-	\$1,315,215
State of California Grants	\$0	\$300,273	\$200,710 ^{C,G}	\$500,983
Miscellaneous Special Revenue	\$0	-	-	\$0
Laguna Woods Civic Support Fund	\$300	-	-	\$300
TOTAL	\$9,550,275	\$1,438,382	\$776,309	\$11,764,966

^A Fund Budget Adjustment CC-24/25-01: City Hall Project: Phase 4, +\$350,000 (R 24-19)

^B Non-Fund Budget Adjustment CC-24/25-02: Road Maintenance & Rehabilitation Program Fund appropriations allocated to the “Pavement Management Plan Project (Westbound El Toro Road between Tanager and Calle Corta)” are formally reallocated to the “Pavement Management Plan Project (Westbound El Toro Road between Calle Corta and City Limits)” in the amount of \$195,795. This non-fund budget adjustment is made in the interest of transparency and does not affect appropriations on a fund level. (R 24-19)

^C Fund Budget Adjustment CC-24/25-03: Pavement Project FY 2024-25, +\$200,000 (R 24-19)

^D Fund Budget Adjustment CC-24/25-04: Pavement Project FY 2024-25, -\$131,795 (R 24-19)

^E Fund Budget Adjustment CC-24/25-05: Confluence Bypass Project, +\$109,946 (R 24-19)

^F Fund Budget Adjustment CC-24/25-06: CalPERS Lump Sum Payments, +\$96,448 (R 24-34)

^G Fund Budget Adjustment CC-24/25-07: Interest on State SB 1383 Grant, +\$710 (R 24-XX)

^H Fund Budget Adjustment CC-24/25-08: Senior Mobility Program, +\$150,000 (R 24-XX)

^I Fund Budget Adjustment CC-24/25-09: ADA Phase 8, +\$1,000 (R 24-XX)

The budget appropriations authorized by this section reflect the Fiscal Years 2023-25 adopted budgets, plus authorized budget adjustments approved between July 1, 2023 and the date of this amendment. The budget appropriations authorized by this section also include carryovers of approved, but unspent, budget appropriations from prior fiscal years. Such carryovers were approved by the City Council with the adoption of the current budget and/or pursuant to Administrative Policy 2.9.

SECTION 2. The Mayor shall sign this resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

[SIGNATURES ON NEXT PAGE]

PASSED, APPROVED AND ADOPTED on this XX day of XX 2024.

NOEL HATCH, Mayor

ATTEST:

YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-XX** was duly adopted by the City Council of the City of Laguna Woods at an adjourned regular meeting thereof, held on the XX day of XX 2024, by the following vote:

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

YOLIE TRIPPY, CMC, City Clerk

Recording requested by City of Laguna Woods
When recorded, mail to City of Laguna Woods,
24264 El Toro Road, Laguna Woods, CA 92637.
(949) 639-0500

The undersigned declares that this document is recorded at the request of and for the benefit of the City of Laguna Woods and is therefore exempt from the payment of the recording fee pursuant to California Government Code sections 6103 and 27383 and from payment of the documentary transfer tax pursuant to California Revenue and Taxation Code Section 11922.

11 pages total. APN 621-121-23



GRANT OF EASEMENT
(TEMPORARY CONSTRUCTION EASEMENT)

This GRANT OF EASEMENT (“Grant of Easement”) is made this day of _____, 2024, by and between Laguna Country United Methodist Church (“Grantor”), and the City of Laguna Woods, a California municipal corporation (“City”).

RECITALS

A. Grantor is the owner in fee of that certain real property located in the city of Laguna Woods, County of Orange, State of California, more particularly described as Assessor’s Parcel Numbers (APN) 621-121-23 (the “Subject Property”).

B. City desires to remove and construct concrete curb ramps used as public sidewalks adjacent to Moulton Parkway, and adjust the grade of a driveway and vehicular access point, painted striping, and pavement markings in accordance with City’s construction plans (“Plans”) commonly known as the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 (the “Project”), which includes, but is not limited to, removal and replacement of curbs, asphalt, and painted striping on the Subject Property. Grantor has agreed to provide to City as set forth in this Grant of Easement a temporary construction easement on, over, across and under that portion of the Subject Property described in the legal description attached hereto as Exhibit A and depicted on the site map attached hereto as Exhibit B (the “Temporary Construction Area”).

COVENANTS

Based upon the foregoing Recitals, and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by both parties, Grantor and City hereby agree as follows:

- 1. Grant of Easement. Subject to the terms of this Grant of Easement, Grantor hereby grants to City and City accepts from Grantor an exclusive temporary construction easement on,

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-23
CITY OF LAGUNA WOODS

over, across and under the Temporary Construction Easement Area (the "Temporary Construction Easement") to enable City to complete the Project. No aspect of the Project shall unreasonably interfere with Grantor's use or any tenant's use of the Subject Property. Grantor acknowledges that it may have the right to be monetarily compensated for the transfer of the Temporary Construction Easement rights conveyed hereunder, at rates not less than the value thereof as may be set by an appraisal approved by City. Grantor is, by executing this instrument, foregoing such monetary compensation in order to facilitate and expedite the Project, and Grantor accepts the benefits of the Project as full, fair, and final compensation for the transfer of all rights conveyed hereunder.

2. Duration of Easement. The Temporary Construction Easement shall automatically terminate sixty (60) calendar days from the date City provides written notice to Grantor its intent to proceed with the Project (the "Expiration Date"), which notice must be given no later than one hundred and eighty (180) calendar days following the entry of both parties into this Temporary Construction Agreement. In the event that the City desires to utilize any portion of the Temporary Construction Area from and after the Expiration Date, the City may by mutual written agreement between the parties hereto, be permitted to utilize the Temporary Construction Area. Further, notwithstanding anything to the contrary contained in this Grant of Easement, in no event do the temporary rights granted herein extend beyond the Expiration Date nor shall City have any continuing responsibilities, maintenance or otherwise, with respect to the Temporary Construction Area or the construction or work done on the Subject Property.
3. No Grant of Access. The Temporary Construction Easement is granted with no right to enter upon any portion of the Property excepting the area which constitutes the Temporary Construction Easement. Storage of materials or equipment on any portion of the Subject Property excepting the area which constitutes the Temporary Construction Easement or blocking access to the driveway on the Subject Property is prohibited unless approved by Grantor in writing.
4. Project; Scope of Temporary Construction Easement. City shall construct the Project in accordance with the Plans and all applicable laws, rules, and regulations of governmental authorities with jurisdiction. The Temporary Construction Easement is an exclusive right-of-way for temporary construction uses including, without limitation, the right to grade, and to construct, maintain, operate, repair, remove and reconstruct, pedestrian, bike ways and paths, temporary pedestrian, bike ways and paths, utilities, storm drains, irrigation facilities, together with the right to enter upon and to pass and re-pass over the Temporary Construction Easement Area and to deposit tools, implements, and other materials thereon, by City, its officers, agents, employees and contractors whenever and wherever necessary for the purpose of constructing the Project.

[CONTINUED ON NEXT PAGE]

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)

ASSESSOR'S PARCEL NUMBER 621-121-23

CITY OF LAGUNA WOODS

5. Exclusivity. The Temporary Construction Easement granted herein is exclusive in that City has the exclusive use of the Temporary Construction Easement Area and Grantor shall not grant any interest or rights of use in the area which constitutes the Easement, nor shall Grantor use the Temporary Construction Easement for any purpose inconsistent with this Grant of Easement. This provision shall terminate upon the expiration or termination of the Temporary Construction Easement pursuant to Section 1 of this Grant of Easement. Notwithstanding the above, nothing herein prevents Grantor, tenant, and tenant's guests from crossing the Temporary Construction Easement.
6. Indemnity. City shall indemnify and hold harmless Grantor and Grantor's lessees, employees, officers, agents and permittees from any claims and loss, liability or expense which Grantor may sustain arising out of City's use of the Temporary Construction Easement, except to the extent such loss or damage is solely and directly caused by the gross negligence or willful misconduct of Grantor or its employees, officers, agents or permittees. This indemnification provision shall survive expiration or termination of the Temporary Construction Easement.
7. Entire Agreement; Modification. This Grant of Easement is the entire agreement between the parties relating to the rights herein granted and the obligations herein assumed. Any modification of this Grant of Easement must be in writing and executed by the appropriate authorities of both City and Grantor.
8. Attorneys' Fees. In the event of any controversy, claim or dispute relating to this Grant of Easement or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorneys' fees, and costs.
9. Successors and Assigns. This Grant of Easement shall be binding on and shall inure to the benefit of the heirs, executors, administrators, successors, and assigns of Grantor and City.
10. Authority to Execute. The person or persons executing this Grant of Easement on behalf of Grantor represents and warrants that he/she/they has/have the authority to so execute this Grant of Easement and to bind Grantor hereunder.

[SIGNATURES ON FOLLOWING PAGE.]

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR’S PARCEL NUMBER 621-121-23
CITY OF LAGUNA WOODS**

IN WITNESS WHEREOF, Grantor and City have executed this Grant of Easement as of the date first set forth above.

“CITY”

“GRANTOR”

CITY OF LAGUNA WOODS,
a municipal corporation

Laguna Country United Methodist Church

NOEL HATCH
MAYOR

By: _____

Name: _____

APPROVED AS TO FORM:

Title: _____

ALISHA PATTERSON
CITY ATTORNEY

NOTARY ACKNOWLEDGEMENTS FOLLOW.

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR’S PARCEL NUMBER 621-121-23
CITY OF LAGUNA WOODS**

“CITY” NOTARY ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF ORANGE)

On _____, _____, before me, _____
(here insert name and title of the officer)

personally appeared _____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-23
CITY OF LAGUNA WOODS**

"GRANTOR" NOTARY ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF ORANGE)

On _____, _____, before me, _____
(here insert name and title of the officer)

personally appeared _____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR’S PARCEL NUMBER 621-121-23
CITY OF LAGUNA WOODS**

CERTIFICATE OF ACCEPTANCE

GRANT OF EASEMENT

This is to certify that the interest in real property conveyed by the grant of easement dated _____, 2024 from Laguna Country United Methodist Church to the City of Laguna Woods, a municipal corporation, is hereby accepted by order of the City of Laguna Woods City Council on _____, 2024, and the grantee consents to recordation thereof by its duly authorized officer.

GRANTEE:

CITY OF LAGUNA WOODS,
a municipal corporation

Dated _____

Noel Hatch
Mayor

Approved as to Form:

Alisha Patterson
City Attorney

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)

ASSESSOR'S PARCEL NUMBER 621-121-23

CITY OF LAGUNA WOODS

EXHIBIT A

LEGAL DESCRIPTION

[LEGAL DESCRIPTION ON FOLLOWING PAGE.]

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-23
CITY OF LAGUNA WOODS**

**LEGAL DESCRIPTION
MOULTON PARKWAY TEMPORARY CONSTRUCTION EASEMENT
APN: 621-121-23**

BEING A PORTION OF LOT 5 OF TRACT NO. 6157 RECORDED IN BOOK 231 OF MISCELLANEOUS MAPS, PAGES 41 TO 45, INCLUSIVE, IN THE OFFICE OF THE ORANGE COUNTY RECORDER, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A STRIP OF LAND 10 FEET WIDE, BEGINNING AT THE SOUTHERLY CORNER COMMON TO LOTS 5 & 6 OF SAID MAP, SAID CORNER ALSO BEING A POINT ON THE NORTHEASTERLY RIGHT OF WAY OF MOULTON PARKWAY (60 FEET WIDE); THENCE ALONG SAID RIGHT OF WAY NORTH 48°44'14" WEST 39.00 FEET; THENCE LEAVING SAID RIGHT OF WAY NORTH 41° 15' 42" EAST 10.00 FEET; THENCE SOUTH 48°44'18" EAST 39.59 FEET TO THE PROPERTY LINE BETWEEN LOTS 5 & 6 OF SAID MAP; THENCE ALONG SAID PROPERTY LINE SOUTH 44°37'52" EAST 10.02 FEET TO POINT OF BEGINNING.

CONTAINING: 393 SQ. FT., MORE OR LESS


SUBJECT TO ALL COVENANTS, RIGHTS, RIGHT-OF-WAY, AND EASEMENTS OF RECORD.

ALL AS SHOWN ON THE PLAT ATTACHED HERETO AS "EXHIBIT B" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS LEGAL DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYOR'S ACT.

PREPARED BY

NV5, INC.



J BRALEY, L.S. 8446

08/12/2024
DATE



GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)

ASSESSOR'S PARCEL NUMBER 621-121-23

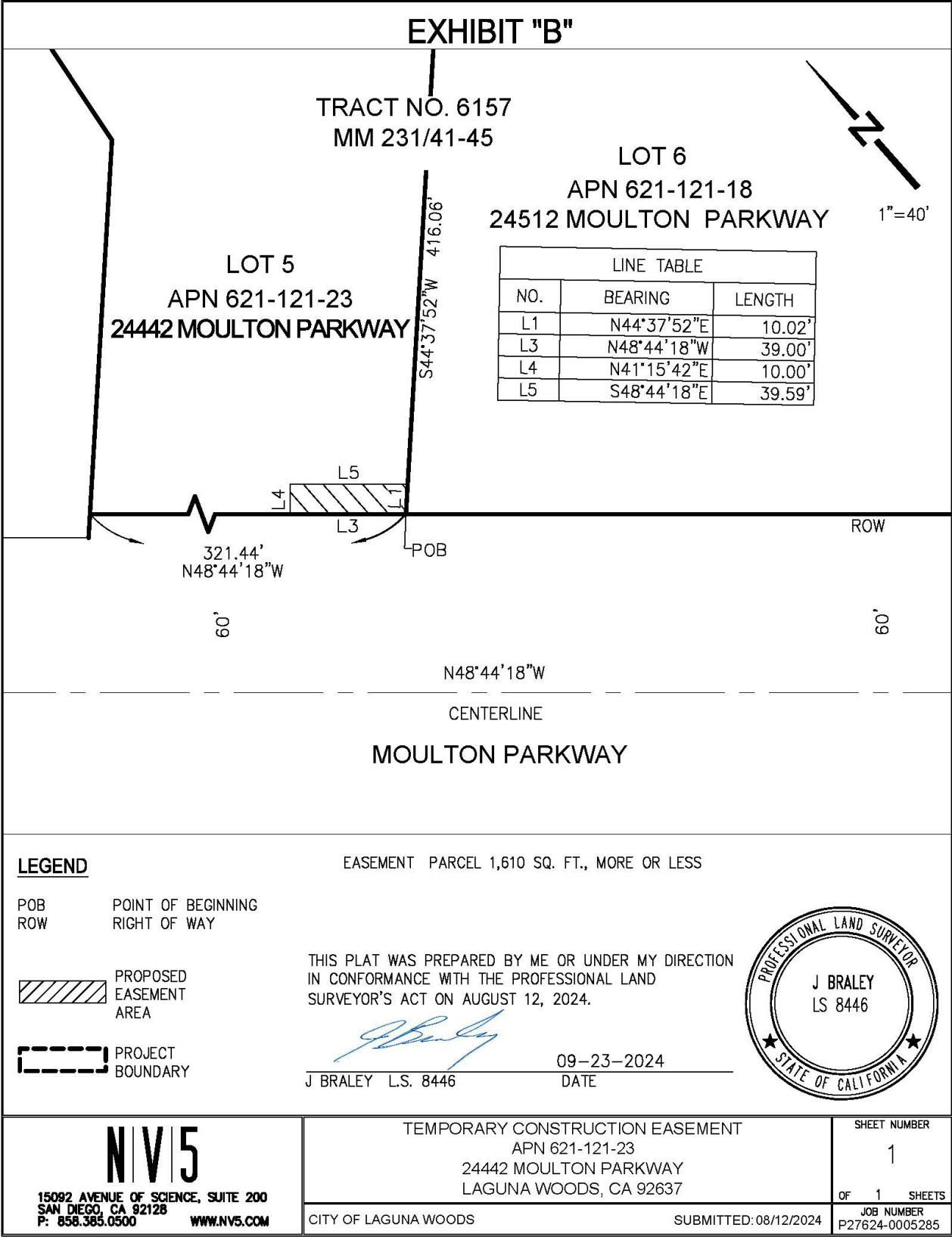
CITY OF LAGUNA WOODS

EXHIBIT B

SITE MAP

[SITE MAP ON FOLLOWING PAGE.]

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-23
CITY OF LAGUNA WOODS



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Recording requested by City of Laguna Woods
When recorded, mail to City of Laguna Woods,
24264 El Toro Road, Laguna Woods, CA 92637.
(949) 639-0500

The undersigned declares that this document is recorded at the request of and for the benefit of the City of Laguna Woods and is therefore exempt from the payment of the recording fee pursuant to California Government Code sections 6103 and 27383 and from payment of the documentary transfer tax pursuant to California Revenue and Taxation Code Section 11922.

11 pages total. APN 621-121-18



GRANT OF EASEMENT
(TEMPORARY CONSTRUCTION EASEMENT)

This GRANT OF EASEMENT (“Grant of Easement”) is made this day of _____, 2024, by and between Temple Judea of Laguna Hills (“Grantor”), and the City of Laguna Woods, a California municipal corporation (“City”).

RECITALS

A. Grantor is the owner in fee of that certain real property located in the city of Laguna Woods, County of Orange, State of California, more particularly described as Assessor’s Parcel Numbers (APN) 621-121-18 (the “Subject Property”).

B. City desires to remove and construct concrete curb ramps used as public sidewalks adjacent to Moulton Parkway, and adjust the grade of a driveway and vehicular access point, painted striping, and pavement markings in accordance with City’s construction plans (“Plans”) commonly known as the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 (the “Project”), which includes, but is not limited to, removal and replacement of curbs, asphalt, and painted striping on the Subject Property. Grantor has agreed to provide to City as set forth in this Grant of Easement a temporary construction easement on, over, across and under that portion of the Subject Property described in the legal description attached hereto as Exhibit A and depicted on the site map attached hereto as Exhibit B (the “Temporary Construction Area”).

COVENANTS

Based upon the foregoing Recitals, and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by both parties, Grantor and City hereby agree as follows:

- 1. Grant of Easement. Subject to the terms of this Grant of Easement, Grantor hereby grants to City and City accepts from Grantor an exclusive temporary construction easement on,

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-18
CITY OF LAGUNA WOODS

over, across and under the Temporary Construction Easement Area (the "Temporary Construction Easement") to enable City to complete the Project. No aspect of the Project shall unreasonably interfere with Grantor's use or any tenant's use of the Subject Property. Grantor acknowledges that it may have the right to be monetarily compensated for the transfer of the Temporary Construction Easement rights conveyed hereunder, at rates not less than the value thereof as may be set by an appraisal approved by City. Grantor is, by executing this instrument, foregoing such monetary compensation in order to facilitate and expedite the Project, and Grantor accepts the benefits of the Project and a payment of One Thousand Dollars and Zero Cents (\$1,000.00), payable to Grantor within 30 days of the date of full execution of this Grant of Easement, as full, fair, and final compensation for the transfer of all rights conveyed hereunder.

2. Duration of Easement. The Temporary Construction Easement shall automatically terminate sixty (60) calendar days from the date City provides written notice to Grantor its intent to proceed with the Project (the "Expiration Date"), which notice must be given no earlier than October 14, 2024 and no later than one hundred and eighty (180) calendar days following the entry of both parties into this Temporary Construction Agreement. In the event that the City desires to utilize any portion of the Temporary Construction Area from and after the Expiration Date, the City may by mutual written agreement between the parties hereto, be permitted to utilize the Temporary Construction Area. Further, notwithstanding anything to the contrary contained in this Grant of Easement, in no event do the temporary rights granted herein extend beyond the Expiration Date nor shall City have any continuing responsibilities, maintenance or otherwise, with respect to the Temporary Construction Area or the construction or work done on the Subject Property.
3. No Grant of Access. The Temporary Construction Easement is granted with no right to enter upon any portion of the Property excepting the area which constitutes the Temporary Construction Easement. Storage of materials or equipment on any portion of the Subject Property excepting the area which constitutes the Temporary Construction Easement or blocking access to the driveway on the Subject Property is prohibited unless approved by Grantor in writing.
4. Project; Scope of Temporary Construction Easement. City shall construct the Project in accordance with the Plans and all applicable laws, rules, and regulations of governmental authorities with jurisdiction. The Temporary Construction Easement is an exclusive right-of-way for temporary construction uses including, without limitation, the right to grade, and to construct, maintain, operate, repair, remove and reconstruct, pedestrian, bike ways and paths, temporary pedestrian, bike ways and paths, utilities, storm drains, irrigation facilities, together with the right to enter upon and to pass and re-pass over the Temporary Construction Easement Area and to deposit tools, implements, and other materials thereon, by City, its officers, agents, employees and contractors whenever and wherever necessary for the purpose of constructing the Project.

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)

ASSESSOR'S PARCEL NUMBER 621-121-18

CITY OF LAGUNA WOODS

5. Exclusivity. The Temporary Construction Easement granted herein is exclusive in that City has the exclusive use of the Temporary Construction Easement Area and Grantor shall not grant any interest or rights of use in the area which constitutes the Easement, nor shall Grantor use the Temporary Construction Easement for any purpose inconsistent with this Grant of Easement. This provision shall terminate upon the expiration or termination of the Temporary Construction Easement pursuant to Section 1 of this Grant of Easement. Notwithstanding the above, nothing herein prevents Grantor, tenant, and tenant's guests from crossing the Temporary Construction Easement.
6. Indemnity. City shall indemnify and hold harmless Grantor and Grantor's lessees, employees, officers, agents and permittees from any claims and loss, liability or expense which Grantor may sustain arising out of City's use of the Temporary Construction Easement including, but not limited to any that may arise as a result of the Project and the construction of the improvements therewith, except to the extent such loss or damage is solely and directly caused by the gross negligence or willful misconduct of Grantor or its employees, officers, agents or permittees. This indemnification provision shall survive expiration or termination of the Temporary Construction Easement.
7. Entire Agreement; Modification. This Grant of Easement is the entire agreement between the parties relating to the rights herein granted and the obligations herein assumed. Any modification of this Grant of Easement must be in writing and executed by the appropriate authorities of both City and Grantor.
8. Attorneys' Fees. In the event of any controversy, claim or dispute relating to this Grant of Easement or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorneys' fees, and costs.
9. Successors and Assigns. This Grant of Easement shall be binding on and shall inure to the benefit of the heirs, executors, administrators, successors, and assigns of Grantor and City.
10. Authority to Execute. The person or persons executing this Grant of Easement on behalf of Grantor represents and warrants that he/she/they has/have the authority to so execute this Grant of Easement and to bind Grantor hereunder.

[SIGNATURES ON FOLLOWING PAGE.]

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR’S PARCEL NUMBER 621-121-18
CITY OF LAGUNA WOODS**

IN WITNESS WHEREOF, Grantor and City have executed this Grant of Easement as of the date first set forth above.

“CITY”

“GRANTOR”

CITY OF LAGUNA WOODS,
a municipal corporation

Temple Judea of Laguna Hills

NOEL HATCH
MAYOR

By: _____

Name: _____

APPROVED AS TO FORM:

Title: _____

ALISHA PATTERSON
CITY ATTORNEY

NOTARY ACKNOWLEDGEMENTS FOLLOW.

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR’S PARCEL NUMBER 621-121-18
CITY OF LAGUNA WOODS**

“CITY” NOTARY ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF ORANGE)

On _____, _____, before me, _____
(here insert name and title of the officer)

personally appeared _____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-18
CITY OF LAGUNA WOODS**

“GRANTOR” NOTARY ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF ORANGE)

On _____, _____, before me, _____
(here insert name and title of the officer)

personally appeared _____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR’S PARCEL NUMBER 621-121-18
CITY OF LAGUNA WOODS**

CERTIFICATE OF ACCEPTANCE

GRANT OF EASEMENT

This is to certify that the interest in real property conveyed by the grant of easement dated _____, 2024 from Temple Judea of Laguna Hills to the City of Laguna Woods, a California municipal corporation, is hereby accepted by order of the City of Laguna Woods City Council on _____, 2024, and the grantee consents to recordation thereof by its duly authorized officer.

GRANTEE:

CITY OF LAGUNA WOODS,
A municipal corporation

Dated _____

Noel Hatch
Mayor

Approved as to Form:

Alisha Patterson
City Attorney

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)

ASSESSOR'S PARCEL NUMBER 621-121-18

CITY OF LAGUNA WOODS

EXHIBIT A

LEGAL DESCRIPTION

[LEGAL DESCRIPTION ON FOLLOWING PAGE.]

**GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-18
CITY OF LAGUNA WOODS**

**LEGAL DESCRIPTION
MOULTON PARKWAY TEMPORARY CONSTRUCTION EASEMENT
APN: 621-121-18**

BEING A PORTION OF LOT 6 OF TRACT NO. 6157 RECORDED IN BOOK 231 OF MISCELLANEOUS MAPS, PAGES 41 TO 45, INCLUSIVE, IN THE OFFICE OF THE ORANGE COUNTY RECORDER, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A STRIP OF LAND 10 FEET WIDE, BEGINNING AT THE SOUTHERLY CORNER COMMON TO LOTS 5 & 6 OF SAID MAP, SAID CORNER ALSO BEING A POINT ON THE NORTHEASTERLY RIGHT OF WAY OF MOULTON PARKWAY (60 FEET WIDE); THENCE LEAVING SAID RIGHT OF WAY ALONG THE PROPERTY LINE NORTH 44°37'52" EAST 10.02 FEET; THENCE SOUTH 41° 15' 42" WEST 10.00 FEET TO THE SAID NORTHEASTERLY RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY NORTH 48°44'18" WEST 122.00 FEET TO POINT OF BEGINNING;

CONTAINING: 1,217 SQ. FT., MORE OR LESS


SUBJECT TO ALL COVENANTS, RIGHTS, RIGHT-OF-WAY, AND EASEMENTS OF RECORD.

ALL AS SHOWN ON THE PLAT ATTACHED HERETO AS "EXHIBIT B" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS LEGAL DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYOR'S ACT.

PREPARED BY

NV5, INC.



J BRALEY, L.S. 8446

08/12/2024
DATE



GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)

ASSESSOR'S PARCEL NUMBER 621-121-18

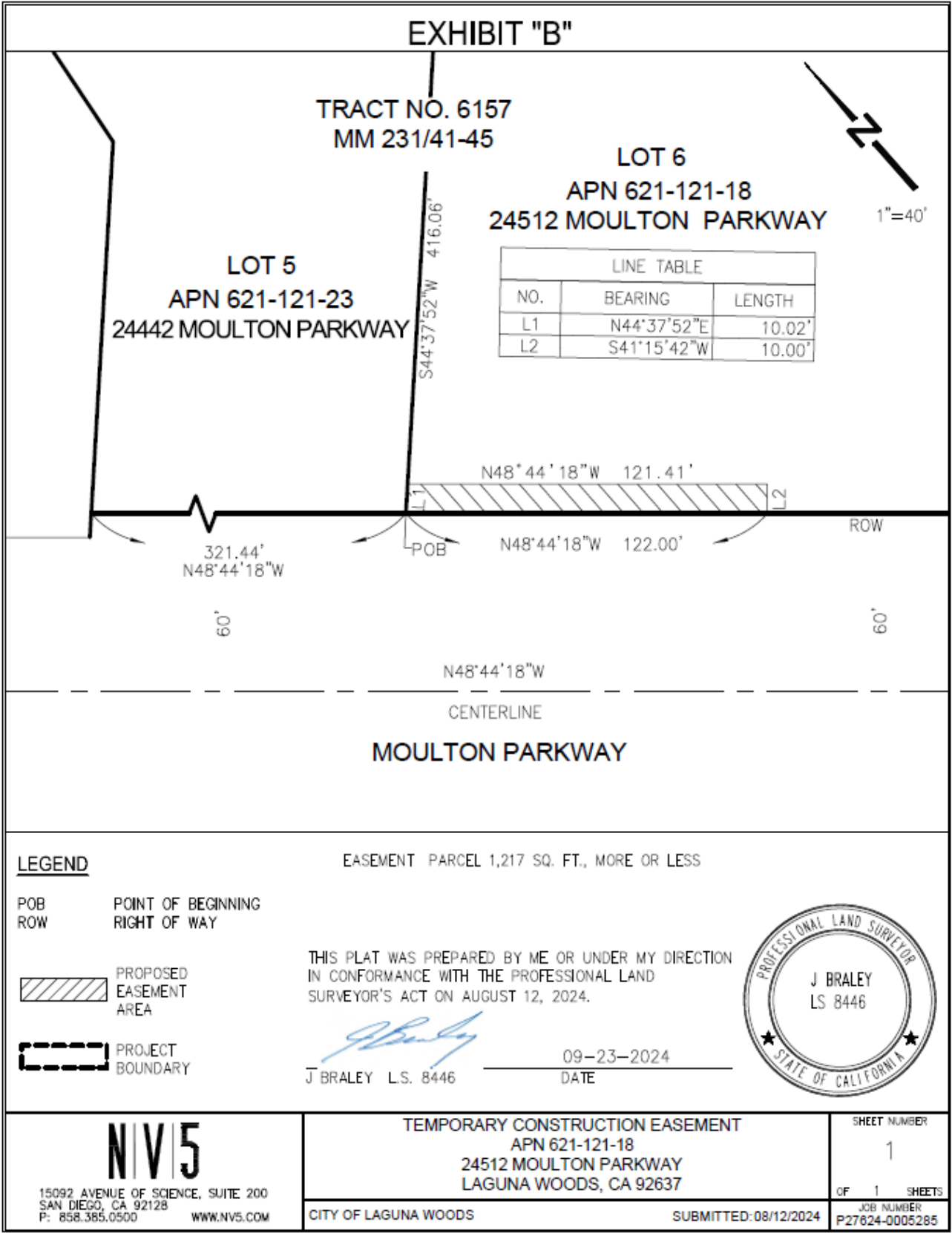
CITY OF LAGUNA WOODS

EXHIBIT B

SITE MAP

[SITE MAP ON FOLLOWING PAGE.]

GRANT OF EASEMENT (TEMPORARY CONSTRUCTION EASEMENT)
ASSESSOR'S PARCEL NUMBER 621-121-18
CITY OF LAGUNA WOODS



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7.6
CITY HALL REFURBISHMENT AND SAFETY
PROJECT: PHASE 4

**For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).**

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: October 14, 2024 Adjourned Regular Meeting

SUBJECT: City Hall Refurbishment and Safety Project: Phase 4

Recommendation

1. Approve the “City Hall Refurbishment and Safety Project: Phase 4” design plans and specifications as prepared by the project architect and their licensed professionals.

AND

2. Approve a notice of exemption for the “City Hall Refurbishment and Safety Project: Phase 4” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Award a contract agreement to Estate Design and Construction, Inc. for the construction of the “City Hall Refurbishment and Safety Project: Phase 4”, in the amount of \$448,800, plus authorized change orders not to exceed 15% (\$67,320) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

Background

The City Hall Refurbishment and Safety Project: Phase 4 (“project”) is included in the Fiscal Years 2023-34 Capital Improvement Program and involves the replacement of windows, doors, balcony railing, and carpeting; construction of new ceilings, walls, windows, and doors; lighting improvement; heating, ventilation, and air conditioning (“HVAC”) improvement; and, other work related to accessibility, functionality, safety, and security.

To improve the safety and California Building Standards Code compliance of both existing stairwells and the balcony (all of which serve emergency egress purposes), the project includes the reconfiguration of portions of the second floor. That reconfiguration would result in visual changes to the front exterior of the building (namely, the enclosure of a portion of each end of the balcony). A photograph of the existing front exterior is included as Attachment C. A rendering of how the front exterior would look after this project is included as Attachment D.

Specific improvements include, but are not limited to, the following:

Site

- Remove an unused generator, generator cabinet, and conduit

Exterior

- Reroute a downspout between City Hall and the Public Library Building
- Rework the stucco finish on portion of the southwest walls of City Hall
- Repaint the metal trellises on the northeast side of City Hall
- Add exterior lighting and a street number on City Hall
- Add “City Offices” signage over the main entrance to City Hall

First Floor

- Replace carpeting that is not fully adhering to the floor in the Council Chambers
- Update ducting and electric systems in the Council Chambers
- Gasket the door and add wall insulation in the Council Chambers’s A/V Room
- Add a new recessed light and partial ceiling at the El Toro Road-side stairwell
- Add code-required exit and tactile signage

Second Floor

- Modify the balcony to be a code compliant; add new exit doors
- Replace office and lobby windows (currently single pane) and exterior doors

- Replace the balcony guardrail
- Replace windows in both stairwells
- Remove the faux balcony outside the El Toro Road-side stairwell
- Replace and upgrade lighting in the lobby and both stairwells
- Add code-required exit and tactile signage

Roof

- Replace the roof hatch
- Replace the HVAC unit for the Council Chambers

Discussion

Today's meeting is an opportunity for City Council action, as well as public input, on the City Hall Refurbishment & Safety Project: Phase 4.

Staff recommends that the City Council take the following three actions to allow construction to proceed:

Recommendation 1

Approval of the project design plans and specifications as prepared by the project architect (Smith Architects, Inc.) and their licensed professionals (m:r:p Planning Co. and RPM Engineers, Inc.). The design plans and specifications are available for review at or from the City Clerk's Office, Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637. Telephone: (949) 639-0500. Email: cityhall@cityoflagunawoods.org.

Recommendation 2

Approval of a notice of exemption for the project (Attachment A) finding that the project is categorically exempt from the California Environmental Quality Act ("CEQA") and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

Recommendation 3

Award of a contract agreement to Estate Design and Construction, Inc. for the construction of the project, in the amount of \$448,800, plus authorized change orders not to exceed 15% (\$67,320) of the base amount; and authorization for the

City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

Bids to construct the project were solicited from August 8, 2024 through September 5, 2024. Three bids were received (see Table 1). After review, Estate Design and Construction, Inc. is the lowest cost responsive bidder.

Table 1: Bids Received

Bidder	Bid Amount
Empire Design & Build	\$644,000
Estate Design and Construction, Inc.	\$448,800
Craig Warren, Inc. dba Sandalwood Construction	\$1,012,750

It is anticipated that construction would be complete within 90 calendar days of the date the City issues a Notice to Proceed to the selected contractor. The City would issue the Notice to Proceed no later than November 4, 2024.

Environmental Review

The project is categorically exempt from CEQA pursuant to California Code of Regulations, Title 14, Sections 15301 and 15302. For additional information, refer to the proposed notice of exemption (Attachment A).

Fiscal Impact

Funds to support this project are included in the City’s budget.

Report Prepared With: April Baumgarten, Public Works Administrator

- Attachments: A – Proposed Notice of Exemption
- B – Photograph of Existing City Hall Front Exterior
- C – Conceptual Rendering of Proposed City Hall Front Exterior

Recording requested by City of Laguna Woods
When recorded, mail to City of Laguna Woods,
24264 El Toro Road, Laguna Woods, CA 92637.
(949) 639-0500

Exemption Code 6103



NOTICE OF EXEMPTION

To: County of Orange Orange County Clerk-Recorder P.O. Box 238 Santa Ana, CA 92701	From: City of Laguna Woods 24264 El Toro Road Laguna Woods, CA 92637 (949) 639-0500
----------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------

Project Title: City Hall Refurbishment and Safety Project: Phase 4

Project Applicant: City of Laguna Woods
24264 El Toro Road
Laguna Woods, CA 92637
(949) 639-0500

Project Location – Specific: The project is located at Assessor’s Parcel Number (“APN”) 621-121-29 on the south side of El Toro Road east of Moulton Parkway. The specific address is: 24264 El Toro Road Laguna Woods, CA 92637.

Project Location – City: Laguna Woods, California **Project Location – County:** Orange

Description of Nature, Purpose, and Beneficiaries of Project: The project includes, but is not limited to, the replacement of windows, doors, balcony railing, and carpeting; construction of new ceilings, walls, windows, and doors; lighting improvement; heating, ventilation, and air conditioning (“HVAC”) improvement; and, other work related to accessibility, functionality, safety, and security.

The project is intended to address maintenance needs and ensure that Laguna Woods City Hall remains accessible, functional, safe, and secure for employees, visitors, and other persons. The work will safeguard and enhance the City’s only public building and seat of government.

Name of Public Agency Approving Project: City of Laguna Woods

Name of Person or Agency Carrying Out Project: City of Laguna Woods

Exempt Status:

X	Categorical Exemption (Sec. 15301, Sec. 15302)
	Declared Emergency (Sec. 21080(b)(3); 15269(a))

**NOTICE OF EXEMPTION
CITY HALL REFURBISHMENT AND SAFETY PROJECT: PHASE 4
CITY OF LAGUNA WOODS**

	Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
	Ministerial (Sec. 21080(b)(1); 15268)
	Statutory Exemption
	Not Subject to CEQA (Sec. 15061(b)(3))

Reasons Why Project is Exempt: The project is categorically exempt from the California Environmental Quality Act (“CEQA”) pursuant to California Code of Regulations, Title 14 (the State CEQA Guidelines) Section 15301 (Class 1, Existing Facilities). Section 15301 exempts from environmental review the “the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.”

Subsection (a) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances.”

Subsection (d) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.”

The project consists only of repairs, minor alterations, and maintenance of the existing Laguna Woods City Hall, including, but not limited to, the replacement of windows, doors, balcony railing, and carpeting; construction of new ceilings, walls, windows, and doors; lighting improvement; HVAC improvement; and, other work related to accessibility, functionality, safety, and security. The project includes restoration and rehabilitation work related to deterioration of the existing Laguna Woods City Hall to meet current standards of public health and safety including, but not limited to, the California Building Standards Code. The project does not expand the existing or former use of Laguna Woods City Hall. The project does not address any substantial damage or damage resulting from an environmental hazard such as earthquake, landslide, or flood.

Based on the scope of work, the project meets the criteria for Class 1 categorical exemption.

CLASS 2

The project is categorically exempt from the California Environmental Quality Act (“CEQA”) pursuant to California Code of Regulations, Title 14 (the State CEQA Guidelines) Section 15302 (Class 2, Replacement or Reconstruction). Section 15302 exempts from environmental review the “replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.”

Subsection (c) of Section 15302 provides the following as non-exclusive examples of types of “replacement or reconstruction”: “Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.”

**NOTICE OF EXEMPTION
CITY HALL REFURBISHMENT AND SAFETY PROJECT: PHASE 4
CITY OF LAGUNA WOODS**

The project includes the replacement or reconstruction of existing utility systems and/or facilities including, but not limited to, lighting and HVAC systems and facilities. Such replacement or reconstruction is principally intended to address instances of deterioration and compliance with the California Building Standards Code. Once replaced and reconstructed, any expansion of the capacity of such systems and facilities will be negligible. The project does not seek to expand the capacity of such systems and facilities except as may be necessary to ensure that the existing Laguna Woods City Hall remains accessible, functional, safe, and secure for employees, visitors, and other persons.

Based on the scope of work, the project meets the criteria for Class 2 categorical exemption.

Lead Agency Contact Person:

Signature: _____ Date: _____
Justin J. Faylona
Development Manager
City of Laguna Woods

Date Received for Filing at OPR: _____

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

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PHOTOGRAPH OF EXISTING CITY HALL FRONT EXTERIOR



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CONCEPTUAL RENDERING OF PROPOSED CITY HALL FRONT EXTERIOR



Prepared by Smith Architects, Inc.

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7.7
RIDGE ROUTE DRIVE DRAINAGE REPAIR
PROJECT

**For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).**

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: October 14, 2024 Adjourned Regular Meeting

SUBJECT: Ridge Route Drive Drainage Repair Project

Recommendation

1. Approve the “Ridge Route Drive Drainage Repair Project” design plans and specifications as prepared by the project engineer.

AND

2. Approve a notice of exemption for the “Ridge Route Drive Drainage Repair Project” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Award a contract agreement to Palp, Inc. DBA Excel Paving Company for the construction of the “Ridge Route Drive Drainage Repair Project”, in the amount of \$162,860, plus authorized change orders not to exceed 15% (\$24,429) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

Background

The Ridge Route Drive Drainage Repair Project (“project”) is included in the Fiscal Years 2023-34 Capital Improvement Program and involves the installation

of a new grate inlet catch basin with a full trash capture device and a new 18-inch reinforced concrete pipe to convey flows across Ridge Route Drive to an existing catch basin.

Discussion

Today's meeting is an opportunity for City Council action, as well as public input, on the Ridge Route Drive Drainage Repair Project.

Staff recommends that the City Council take the following three actions to allow construction to proceed:

Recommendation 1

Approval of the project design plans and specifications as prepared by the project engineer (Geosyntec Consultants, Inc.). The design plans and specifications are available for review at or from the City Clerk's Office, Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637. Telephone: (949) 639-0500. Email: cityhall@cityoflagunawoods.org.

Recommendation 2

Approval of a notice of exemption for the project (Attachment A) finding that the project is categorically exempt from the California Environmental Quality Act ("CEQA") and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

Recommendation 3

Award of a contract agreement to Palp, Inc. DBA Excel Paving Company for the construction of the project, in the amount of \$162,860, plus authorized change orders not to exceed 15% (\$24,429) of the base amount; and authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

Bids to construct the project were solicited from September 5, 2024 through October 3, 2024. Two bids were received (see Table 1). After review, Palp, Inc. DBA Excel Paving Company is the lowest cost responsive bidder.

Table 1: Bids Received

Bidder	Bid Amount
GCI Construction, Inc.	\$251,000
Palp, Inc. DBA Excel Paving Company	\$162,860

It is anticipated that construction would be complete within 45 calendar days of the date the City issues a Notice to Proceed to the selected contractor. The City would issue the Notice to Proceed no later than November 18, 2024.

Environmental Review

The project is categorically exempt from CEQA pursuant to California Code of Regulations, Title 14, Sections 15301, 15302, and 15304. For additional information, refer to the proposed notice of exemption (Attachment A).

Fiscal Impact

Funds to support this project are included in the City's budget.

Report Prepared With: April Baumgarten, Public Works Administrator

Attachment: A – Proposed Notice of Exemption

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Recording requested by City of Laguna Woods
When recorded, mail to City of Laguna Woods,
24264 El Toro Road, Laguna Woods, CA 92637.
(949) 639-0500

Exemption Code 6103



NOTICE OF EXEMPTION

To: County of Orange Orange County Clerk-Recorder P.O. Box 238 Santa Ana, CA 92701	From: City of Laguna Woods 24264 El Toro Road Laguna Woods, CA 92637 (949) 639-0500
----------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------

Project Title: Ridge Route Drive Drainage Repair Project

Project Applicant: City of Laguna Woods
24264 El Toro Road
Laguna Woods, CA 92637
(949) 639-0500

Project Location – Specific: The project is located within the City of Laguna Woods’ and City of Laguna Hills’ public rights-of-way on Ridge Route Drive between the signalized intersection at Moulton Parkway and the signalized intersection at Peralta Drive. Moulton Parkway, at the signalized intersection with Ridge Route Drive, is a public street in Laguna Hills, California, County of Orange. Peralta Drive is a public street in Laguna Hills, California, County of Orange.

Project Location – City: Laguna Woods, California **Project Location – County:** Orange

Description of Nature, Purpose, and Beneficiaries of Project: The project consists of, but is not limited to, the installation of a new grate inlet catch basin with a full trash capture device and a new 18-inch reinforced concrete pipe to convey flows across Ridge Route Drive to an existing catch basin.

The project is intended to repair and replace deteriorated drainage infrastructure. The subject drainage infrastructure carries stormwater runoff from the south side of Ridge Route Drive (Laguna Woods) to the north side (Laguna Hills).

By repairing and replacing deteriorated drainage infrastructure, the project will facilitate better management of stormwater runoff and protect public health, safety, and welfare.

Name of Public Agency Approving Project: City of Laguna Woods

Name of Person or Agency Carrying Out Project: City of Laguna Woods

**NOTICE OF EXEMPTION
RIDGE ROUTE DRIVE DRAINAGE REPAIR PROJECT
CITY OF LAGUNA WOODS**

Exempt Status:

X	Categorical Exemption (Sec. 15301, Sec. 15302, Sec 15304)
	Declared Emergency (Sec. 21080(b)(3); 15269(a))
	Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
	Ministerial (Sec. 21080(b)(1); 15268)
	Statutory Exemption
	Not Subject to CEQA (Sec. 15061(b)(3))

Reasons Why Project is Exempt:

CLASS 1

The project is categorically exempt from the California Environmental Quality Act (“CEQA”) pursuant to California Code of Regulations, Title 14 (the State CEQA Guidelines) Section 15301 (Class 1, Existing Facilities). Section 15301 exempts from environmental review the “the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.”

Subsection (c) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).”

Subsection (d) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.”

Subsection (f) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices.”

The project consists only of the installation of a new grate inlet catch basin with a full trash capture device and a new 18-inch reinforced concrete pipe to convey flows across Ridge Route Drive to an existing catch basin. The project does not expand the existing or former use of Ridge Route Drive; it only repairs and replaces existing deteriorated drainage infrastructure and adds a full trash capture device within existing right-of-way to treat stormwater runoff already generated on Ridge Route Drive and tributary properties. The full trash capture device will comply with the California State Water Resources Control Board’s Statewide Water Quality Objective for Trash and Implementation Requirements (adopted April 7, 2015), which seeks to reduce the amount of trash

**NOTICE OF EXEMPTION
RIDGE ROUTE DRIVE DRAINAGE REPAIR PROJECT
CITY OF LAGUNA WOODS**

found in receiving waters and, thereby, lessen threats to aquatic life, public health, and the beneficial uses of the State's water resources. The project includes the removal and replacement of roadway surface and other hardscape elements only as necessary to accommodate the repair and replacement of existing deteriorated drainage infrastructure and the addition of a full trash capture device. The new drainage infrastructure and replaced roadway surface and hardscape elements will serve substantially the same use as they did before.

Based on the scope of work, the project meets the criteria for Class 1 categorical exemption.

CLASS 2

The project is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to California Code of Regulations, Title 14 (the State CEQA Guidelines) Section 15302 (Class 2, Replacement or Reconstruction). Section 15302 exempts from environmental review the "replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced."

Subsection (c) of Section 15302 provides the following as non-exclusive examples of types of "replacement or reconstruction": "Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity."

The project consists only of the installation of a new grate inlet catch basin with a full trash capture device and a new 18-inch reinforced concrete pipe to convey flows across Ridge Route Drive to an existing catch basin. The project does not expand the existing or former use of Ridge Route Drive; it only repairs and replaces existing deteriorated drainage infrastructure and adds a full trash capture device within existing right-of-way to treat stormwater runoff already generated on Ridge Route Drive and tributary properties. The full trash capture device meets the requirements of the California State Water Resources Control Board's Statewide Water Quality Objective for Trash and Implementation Requirements (adopted April 7, 2015), which seeks to reduce the amount of trash found in receiving waters and, thereby, lessen threats to aquatic life, public health, and the beneficial uses of the State's water resources. The project includes the removal and replacement of roadway surface and other hardscape elements only as necessary to accommodate the repair and replacement of existing deteriorated drainage infrastructure and the addition of a full trash capture device. The new drainage infrastructure and replaced roadway surface and hardscape elements will have substantially the same purpose and capacity as the structures replaced.

Based on the scope of work, the project meets the criteria for Class 2 categorical exemption.

CLASS 4

The project is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to California Code of Regulations, Title 14 (the State CEQA Guidelines) Section 15304 (Class 4, Minor Alterations to Land). Section 15304 exempts from environmental review "minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry and agricultural purposes."

**NOTICE OF EXEMPTION
RIDGE ROUTE DRIVE DRAINAGE REPAIR PROJECT
CITY OF LAGUNA WOODS**

Subsection (b) of Section 15304 provides the following as non-exclusive examples of types of “minor alterations to land”: “Minor trenching and backfilling where the surface is restored.”

The project includes minor public alteration work within existing public right-of-way for an existing public roadway (Ridge Route Drive). Existing deteriorated drainage infrastructure will be repaired and replaced, and a full trash capture device will be added within existing right-of-way. Minor trenching and backfilling will occur in connection with the repair and replacement of existing deteriorated drainage infrastructure, namely, to expose and then recover the portions of that infrastructure located below the ground and roadway surface. After trenching is backfilled, the affected roadway surface and other hardscape elements will be restored. The project does not include the removal of any healthy, mature, scenic trees.

Based on the scope of work, the project meets the criteria for Class 4 categorical exemption.

Lead Agency Contact Person:

Signature: _____ Date: _____
Justin J. Faylona
Development Manager
City of Laguna Woods

Date Received for Filing at OPR: _____

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

7.8

REJECTION OF CLAIM AGAINST THE CITY
(NO REPORT)

For additional information on this item,
please refer to Item 7.0 (Consent Calendar Summary).

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8.1
TRAFFIC VIOLATOR APPREHENSION
PROGRAM FEE

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: October 14, 2024 Adjourned Regular Meeting

SUBJECT: Traffic Violator Apprehension Program Fee

Recommendation

1. Receive staff report.

AND

2. Open public hearing.

AND

3. Receive public testimony.

AND

4. Close public hearing.

AND

5. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, REPEALING RESOLUTION NO. 21-04; ADOPTING A MODIFIED ADMINISTRATIVE FEE TO RECOVER NO MORE THAN THE ORANGE COUNTY SHERIFF'S DEPARTMENT'S REASONABLE ADMINISTRATIVE COSTS RELATING TO THE

REMOVAL, IMPOUND, STORAGE, OR RELEASE OF VEHICLES PROPERLY IMPOUNDED PURSUANT TO THE CALIFORNIA VEHICLE CODE (“TRAFFIC VIOLATOR APPREHENSION PROGRAM FEE”); AND, DETERMINING THAT THE FEE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Background

The County of Orange’s practice is to charge fees to recover the Orange County Sheriff’s Department’s reasonable administrative costs relating to the removal, impound, storage, or release of vehicles properly impounded pursuant to the California Vehicle Code (“Traffic Violator Apprehension Program fee”). For unincorporated areas, the Orange County Board of Supervisors adopts such fees.

Cities that receive law enforcement services from the Orange County Sheriff’s Department have the option of adopting similar Traffic Violator Apprehension Program fees as the County of Orange charges in unincorporated areas. If adopted, those fees are collected by the County of Orange and used to offset the Orange County Sheriff’s Department’s costs of operating its Traffic Violator Apprehension Program, which is designed to reduce vehicle accidents caused by unlicensed drivers and drivers whose licenses are suspended, as well as to educate the public about the requirements of the California Vehicle Code and related safety issues with regard to driver licensing, vehicle registration, vehicle operation, and vehicle parking. If fees are not adopted, cities must either make separate payments to the County of Orange to fund their participation in the Traffic Violator Apprehension Program or cease participation. The Traffic Violator Apprehension Program has historically enjoyed broad participation from cities due to the effectiveness of an area-wide approach to reducing traffic accidents.

In Laguna Woods, the existing Traffic Violator Apprehension Program fee is \$144 per removal of a vehicle (City Council Resolution No. 21-04 dated February 17, 2021), based on a County of Orange cost study dated September 2020.

State law prohibits the City from charging fees in excess of its reasonable costs (in this case, its law enforcement-related costs). While the City may charge less than its reasonable costs, the practical implication of doing so is that subsidies would then be borne by taxpayers as fee revenue would be insufficient to cover costs.

Discussion

Today's meeting is an opportunity for City Council action, as well as public input, on a proposed modified Traffic Violator Apprehension Program Fee (Attachment A). Staff recommends that the City Council conduct a public hearing and adopt the proposed resolution in order to promote cost recovery for Traffic Violator Apprehension Program activities. If adopted, the effective date of the modified fee would be October 15, 2024.

The recommended action would increase the Traffic Violator Apprehension Program fee from \$144 to \$174 per removal of a vehicle (an increase of \$30 per removal of a vehicle). Fees would continue to be imposed on the registered owner or the agent of the registered owner of each impounded vehicle.

The proposed fee is based on an Orange County Sheriff's Department cost study that calculated the reasonable administrative costs relating to the removal, impound, storage, and release of a vehicle (Attachment B) and the Orange County Board of Supervisor's subsequent adoption of a fee for such administrative costs, including findings of compliance with Section 1(e)(2) of Article XIIC of the California Constitution (attachments C and D).

Traffic Violator Apprehension Program fees are collected when authorized by applicable state law and in none of the following circumstances:

- When the vehicle was left because it became inoperable while being driven, if the registered owner makes good faith attempts promptly to remove the vehicle from a location where it was not permitted;
- When the vehicle was stolen;
- When the vehicle was left by an ill or injured driver; and/or,
- When it is demonstrated to the satisfaction of the Sheriff's designated personnel that neither the registered owner of the vehicle nor his/her/their agent, if any, was at fault in creating the circumstances leading to the impounding of the vehicle.

Environmental Review

The City Council is asked to find that this action is not subject to the California Environmental Quality Act (Pub. Resources Code, Sec. 21000 et seq.) ("CEQA") pursuant to sections 15060(c)(2) (the activities will not result in a direct or

reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activities are not a project as defined in section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3. CEQA Guideline section 15378(b)(4) excludes “government funding mechanisms or other government fiscal activities” from its definition of “project” when they “do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment,” as is the case here. Even if this action were subject to CEQA, it would be categorically exempt under CEQA Guideline section 15273, which applies to the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other charges by the City, when such charges are for the purpose of (1) meeting operating expenses, including employee wage rates and fringe benefits, and (2) purchasing or leasing supplies, equipment, or materials – as is the case with the Traffic Violator Apprehension Program Fee. Finally, this action is exempt from CEQA based on CEQA Guideline section 15061(b)(3) because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Fiscal Impact

Fee revenue is collected by the County of Orange and used to offset the Orange County Sheriff’s Department’s costs of operating its Traffic Violator Apprehension Program. The County of Orange is also able to use fee revenue to reimburse cities for expenditures for equipment and/or supplies directly in support of the Traffic Violator Apprehension Program.

- Attachments:
- A – Proposed Resolution
 - B – Orange County Sheriff’s Department Cost Study dated March 2024
 - C – Orange County Board of Supervisors Agenda Staff Report dated June 25, 2024
(without attachments)
 - D – Orange County Board of Supervisors Resolution No. 24-085

RESOLUTION NO. 24-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, REPEALING RESOLUTION NO. 21-04; ADOPTING A MODIFIED ADMINISTRATIVE FEE TO RECOVER NO MORE THAN THE ORANGE COUNTY SHERIFF’S DEPARTMENT’S REASONABLE ADMINISTRATIVE COSTS RELATING TO THE REMOVAL, IMPOUND, STORAGE, OR RELEASE OF VEHICLES PROPERLY IMPOUNDED PURSUANT TO THE CALIFORNIA VEHICLE CODE (“TRAFFIC VIOLATOR APPREHENSION PROGRAM FEE”); AND, DETERMINING THAT THE FEE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, pursuant to applicable California law, cities may charge rates or fees that are equal to or less than the reasonably anticipated costs of providing a service, conferring a benefit, granting a privilege, performing regulatory duties, enforcing laws, or as a condition of property development; and

WHEREAS, the Orange County Sheriff-Coroner (“the Sheriff”) has instituted a Traffic Violator Apprehension Program designed to reduce vehicle accidents caused by unlicensed drivers and drivers whose licenses are suspended, as well as to educate the public about the requirements of the California Vehicle Code and related safety issues with regard to driver licensing, vehicle registration, vehicle operation, and vehicle parking; and

WHEREAS, the Sheriff operates the Traffic Violator Apprehension Program in the unincorporated areas of Orange County and in the cities of Orange County that contract for the Sheriff’s law enforcement services; and

WHEREAS, operating the Traffic Violator Apprehension Program on an area-wide basis without regard to jurisdictional boundaries between unincorporated areas of Orange County and the cities, serves the public purposes of the City because drivers routinely cross jurisdictional boundaries, making an area-wide approach to the reduction of traffic accidents and driver education effective in preventing traffic accidents in all participating jurisdictions; and

WHEREAS, the Sheriff impounds numerous and various vehicles removed from highways, public property, or private property in the unincorporated areas of Orange County and in cities that contract for the Sheriff’s law enforcement services during the normal course of duty; and

WHEREAS, the Sheriff impounds said vehicles pursuant to authority under the California Vehicle Code as follows:

California Vehicle Code Section and Impound Ground

14602.6	Suspended, revoked or unlicensed driver/30-day hold
22651 (a)	Unattended vehicle on bridge
22651 (d)	Vehicle blocking driveway
22651 (e)	Vehicle blocking fire hydrant
22651 (f)	Vehicle blocking freeway
22651 (h) (1)	Driver arrested
22651 (h) (2)	Order of suspension or revocation pursuant to Section 13388
22651 (i) (1)	Multiple parking citations
22651 (j)	Lack of vehicle registration
22651 (k)	Parking over 72 hours
22651 (l)	Parking in a construction zone
22651 (m)	Violation of special events restriction
22651 (n)	No parking zone
22651 (o) (1)	Vehicle registration is incorrect, falsified or expired by more than six months
22651 (p)	Driver unlicensed or license suspended
22651 (r)	Vehicle blocking another vehicle
22651 (t)	Notice to appear/illegal amber lights
22651 (u)	Acting as a car dealer without a license or temporary permit
22651 (v)	Illegally letting stand a mobile billboard advertisement
22651 (w)	Second or subsequent violation of an ordinance
22655.3	Removal for investigation (fleeing in violation of sections 2800.1 or 2800.2)
22655.5 (a)	Vehicle was used as the means of committing a public offense
22655.5 (b)	Vehicle is evidence of crime
22669	Abandoned vehicle

; and

WHEREAS, on March 28, 2000, the Orange County Board of Supervisors adopted Resolution No. 00-96, which established fees for the Traffic Violator Apprehension Program that were applicable in the unincorporated areas of Orange County. The fees that were established by County of Orange Resolution No. 00-96 address the Sheriff's administrative costs relating to the removal, impound, storage, or release of properly impounded vehicles; and

WHEREAS, California Vehicle Code Section 22850.5 authorizes the City Council, by resolution, to establish a fee equal to the administrative costs relating to the removal, impound, storage, or release of properly impounded vehicles; and

WHEREAS, on April 18, 2001, the City Council adopted Resolution No. 01-11, which authorized the Sheriff to collect fees in the City in connection with the Traffic Violator Apprehension Program in amounts identical to the County of Orange’s fees as set forth in County of Orange Resolution No. 00-96; and

WHEREAS, the Orange County Board of Supervisors has established an interest-earning, budgeted special revenue fund, called the “Traffic Violator Fund” and designated as Fund 13B, to be controlled by the Sheriff; and

WHEREAS, the Orange County Board of Supervisors has directed that proceeds from the Traffic Violator Apprehension Program fees be deposited into the Traffic Violator Fund; and

WHEREAS, the Orange County Board of Supervisors has directed that funds from the Traffic Violator Fund must be used to reimburse the Sheriff for the administrative costs associated with the removal, impound, storage, and release of vehicles in accordance with the California Vehicle Code; and

WHEREAS, a cost study prepared in September 2020 by the Sheriff calculated the reasonable administrative costs relating to the removal, impound, storage, and release of a vehicle in the amount of \$144 per removal; and

WHEREAS, on November 17, 2020, the Orange County Board of Supervisors adopted Resolution No. 20-161, which updated the County of Orange’s Traffic Violator Apprehension Program fees based on the September 2020 cost study prepared by the Sheriff and, in doing so, reviewed findings of compliance with Section 1(e)(2) of Article XIIC of the California Constitution; and

WHEREAS, on February 17, 2021, the City Council adopted Resolution No. 21-04, which authorized the Sheriff to collect fees in the City in connection with the Traffic Violator Apprehension Program in amounts identical to the County of Orange’s fees as set forth in County of Orange Resolution No. 20-161; and

WHEREAS, a cost study prepared in March 2024 by the Sheriff calculated the reasonable administrative costs relating to the removal, impound, storage, and release of a vehicle in the amount of \$174 per removal; and

WHEREAS, on June 25, 2024, the Orange County Board of Supervisors adopted Resolution No. 24-085, which updated the County of Orange’s Traffic Violator Apprehension Program fees based on the March 2024 cost study prepared by the Sheriff and, in doing so, reviewed findings of compliance with Section 1(e)(2) of Article XIII C of the California Constitution; and

WHEREAS, consistent with the City’s authority under California Vehicle Code Section 22850.5, the Sheriff has requested that the City modify its Traffic Violator Apprehension Program fees to match the County of Orange’s updated fee; and

WHEREAS, the City Council desires to modify its Traffic Violator Apprehension fees to match the County of Orange’s updated fee; and

WHEREAS, the City Council desires for the Sheriff to continue to collect the Traffic Violator Apprehension fee on behalf of the City. Continuing with such a practice will ensure that persons/entities whose vehicles are impounded, rather than the public as a whole, bear the administrative costs of such impounds; and

WHEREAS, California Vehicle Code Section 22850.5 imposes the following restrictions on the imposition of an administrative fee:

- (a) The charges shall only be imposed on the registered owner or the agents of that owner and shall not include any vehicle towed under an abatement program or sold at a lien sale pursuant to Sections 3068.1 to 3074, inclusive, of, and Section 22851 of, the Civil Code unless the sale is sufficient in amount to pay the lienholder’s total charges and proper administrative costs; and
- (b) Any charges shall be collected by the local or state authority only from the registered owner or an agent of the registered owner; and
- (c) The charges shall be in addition to any other charges authorized or imposed pursuant to [the California Vehicle Code]; and
- (d) No charge may be imposed for any hearing or appeal relating to the removal, impound, storage, or release of a vehicle unless that hearing or appeal was requested in writing by the registered or legal owner of the vehicle or an agent of that registered or legal owner. In addition, the charge may be imposed only upon the person requesting that hearing or appeal.

; and

WHEREAS, it is unfair to impose the administrative fee authorized by

California Vehicle Code Section 22850.5 in the following circumstances: 1) when the vehicle was left because it became inoperable while being driven, if the registered owner makes good faith attempts promptly to remove the vehicle from a location where it was not permitted; 2) when the vehicle was stolen; 3) When the vehicle was left by an ill or injured driver; and/or, 4) when it is demonstrated to the satisfaction of the Sheriff’s designated personnel that neither the registered owner of the vehicle nor his/her/their agent, if any, was at fault in creating the circumstances leading to the impounding of the vehicle; and

WHEREAS, the existing and proposed Traffic Violator Apprehension Program fees, as well as the March 2024 cost study prepared by the Sheriff, were made available to the public at and from Laguna Woods City Hall beginning on September 25, 2024, and on the City’s website beginning on September 25, 2024; and

WHEREAS, on October 14, 2024, the City Council held a duly noticed public hearing on this Resolution at which the members of the City Council, utilizing their independent judgement, reviewed and considered all of the information, evidence, and testimony presented, both written and oral.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The above recitals are true and correct.

SECTION 2. After reviewing the entire project record, the City Council hereby determines and certifies that this action is not subject to the California Environmental Quality Act (Pub. Resources Code, Sec. 21000 et seq.) (“CEQA”) pursuant to sections 15060(c)(2) (the activities will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activities are not a project as defined in section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3. CEQA Guideline section 15378(b)(4) excludes “government funding mechanisms or other government fiscal activities” from its definition of “project” when they “do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment,” as is the case here. Even if this action were subject to CEQA, it would be categorically exempt under CEQA Guideline section 15273, which applies to the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other charges by the City, when such charges are

for the purpose of (1) meeting operating expenses, including employee wage rates and fringe benefits, and (2) purchasing or leasing supplies, equipment, or materials – as is the case with the Traffic Violator Apprehension Program Fee. Finally, this action is exempt from CEQA based on CEQA Guideline section 15061(b)(3) because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

SECTION 3. Upon the effective date of the Traffic Violator Apprehension Program Fee set forth in Section 4 of this resolution, all previous Traffic Violator Apprehension Program fees adopted by resolution of the City Council shall be repealed including, without limitation, Resolution No. 21-04.

SECTION 4. On October 15, 2024, the administrative fee indicated below shall become effective for the removal, impound, storage, or release of vehicles properly impounded after removal from locations in the City in accordance with or on account of provisions of the California Vehicle Code listed below:

A fee of \$174 for each removal of a vehicle in accordance with or on account of violation of California Vehicle Code sections:

California Vehicle Code Section and Impound Ground

14602.6	Suspended, revoked or unlicensed driver/30-day hold
22651 (a)	Unattended vehicle on bridge
22651 (d)	Vehicle blocking driveway
22651 (e)	Vehicle blocking fire hydrant
22651 (f)	Vehicle blocking freeway
22651 (h) (1)	Driver arrested
22651 (h) (2)	Order of suspension or revocation pursuant to Section 13388
22651 (i) (1)	Multiple parking citations
22651 (j)	Lack of vehicle registration
22651 (k)	Parking over 72 hours
22651 (l)	Parking in a construction zone
22651 (m)	Violation of special events restriction
22651 (n)	No parking zone
22651 (o) (1)	Vehicle registration is incorrect, falsified or expired by more than six months
22651 (p)	Driver unlicensed or license suspended
22651 (r)	Vehicle blocking another vehicle
22651 (t)	Notice to appear/illegal amber lights
22651 (u)	Acting as a car dealer without a license or temporary permit

22651 (v)	Illegally letting stand a mobile billboard advertisement
22651 (w)	Second or subsequent violation of an ordinance
22655.3	Removal for investigation (fleeing in violation of sections 2800.1 or 2800.2)
22655.5 (a)	Vehicle was used as the means of committing a public offense
22655.5 (b)	Vehicle is evidence of crime
22669	Abandoned vehicle

In adopting such fee, the City Council finds that the amount of the fee does not exceed the reasonable costs of providing the services for which the fee is charged.

; and

SECTION 5. The Sheriff is authorized to collect the fee established herein, on behalf of the City, at the time of release of vehicles that are subject to the fee.

SECTION 6. The fee established herein shall only be imposed on the registered owner or the agent of the registered owner of the impounded vehicle, and shall not include any vehicle towed under an abatement program or sold at a lien sale pursuant to Sections 3068.1 to 3074, inclusive, of, and Section 22851 of, the California Civil Code unless the sale is sufficient in amount to pay the lienholder's total charges and proper administrative costs.

SECTION 7. The fee established herein shall be collected only from the registered owner or an agent of the registered owner of the impounded vehicle, and shall be in addition to any other charges authorized or imposed pursuant to the California Vehicle Code.

SECTION 8. The fee established herein complies with California Vehicle Code Section 22850.5(b)(4) as the supporting March 2024 cost study prepared by the Sheriff did not include administrative costs for conducting a hearing or appeal related to the removal, impound, storage, or release of a vehicle.

SECTION 9. The Sheriff shall not impose the fee established herein in any of the following circumstances: (a) when the vehicle was left because it became inoperable while being driven, if the registered owner makes good faith attempts promptly to remove the vehicle from a location where it was not permitted; (b) when the vehicle was stolen; (c) when the vehicle was left by an ill or injured driver; and/or, (d) when it is demonstrated to the satisfaction of the Sheriff's designated personnel

that neither the registered owner of the vehicle nor his/her/their agent, if any, was at fault in creating the circumstances leading to the impounding of the vehicle

SECTION 10. A registered owner or an agent of a registered owner who believes he/she/they are exempt from the fee established herein under any of the criteria listed in this resolution above may apply in writing for a waiver of the fee and shall present such supporting information or documentation, as the Sheriff may request, to the Sheriff’s designated personnel. Upon the presentation of a written application for waiver of said fee, together with such supporting documentation as may be requested by the Sheriff, the Sheriff’s designated personnel or his/her/their designee shall determine promptly whether the applicant meets the criteria for a waiver of the fee and if so, shall waive the fee.

SECTION 11. Until further order of the City Council, the Sheriff is directed to deposit the proceeds of the fee established herein into the Traffic Violator Fund described herein. Proceeds from the Traffic Violator Fund shall be used in conformance with the County of Orange’s restrictions for the same, as well as in conformance with any applicable provisions set forth in the City’s agreement with the County for the Sheriff’s law enforcement services.

SECTION 12. Until further order of the City Council, the Orange County Board of Supervisors is authorized to carry forward in the Traffic Violator Fund and accumulate any balance of proceeds of fees imposed by this resolution that remains at the end of a fiscal year, as long as such fee proceeds will be used for the purposes provided herein.

SECTION 13. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2024.

NOEL HATCH, Mayor

ATTEST:

YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-XX** was duly adopted by the City Council of the City of Laguna Woods at an adjourned regular meeting thereof, held on the XX day of XX 2024, by the following vote:

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

YOLIE TRIPPY, CMC, City Clerk

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EXHIBIT IV
FEE CHECKLIST FOR ASR SUBMISSION

DESCRIPTION

County Agencies & Departments are generally responsible for all aspects of their fees. Three weeks prior to filing the ASR for proposed fee updates with the Clerk of the Board, the department/agency must submit the ASR, Fee Checklist, and appropriate documentation to allow adequate time for the CEO and Auditor-Controller to perform a limited review. The Fee Checklist signed by both the CEO and Auditor-Controller must be attached to the ASR.

DEPT./AGENCY: SHERIFF CORONER DEPARTMENT DATE: 03/01/2024
DEPT./AGENCY CONTACT: NOMA M. CROOK PHONE NO.: 714-834-6681

Description of proposed fee contained in ASR:
Update administrative cost fee from \$144 to \$174 for licensed and unlicensed vehicle for removal, impound, storage, or release. The fee affects the unincorporated areas of Orange County and in the cities of Orange County that contract for Sheriff's law enforcement services.

Amount of annual revenue related to this proposal:
\$310,068

Answer the following questions and check appropriate boxes.

Check One
YES NO N/A

BACKGROUND:

- 1. Is this a revision of existing fee(s)? If YES, when were the fee(s) last revised?
11/17/2020
Attach a fee schedule that includes a comparison between current and proposed fees.
2. Are there any new fee(s)?
3. When will the fee(s) be effective?
Date: 07/01/2024

LEGAL CONSIDERATIONS:

- 4. Has legal authority for the fee been reviewed?
5. Is the fee request consistent with the legal authority to levy?
6. Cite the legal authority of the fee and attach a copy of the reference code(s).
Resolution No. 20-161, dated November 17, 2020, approved new administrative fee of \$144 for licensed and unlicensed vehicle for the removal, impound, storage or release of vehicles properly impounded pursuant to the Vehicle Code section 22850.5.
7. Does the fee(s) meet one of Proposition 26's exceptions (Note 1)?
If "NO" is checked, please contact your CEO Budget Analyst.
If "YES" is checked, please list the exception(s). If necessary, please provide attachments.
California Constitution Section 1 of Article XIII (C): (E) (5) A fine, penalty, or other monetary charge imposed by the judicial branch of government or a local government as a result of a violation of law.
8. Is the drafted Board Resolution or ordinance language (if required) attached?

COMMUNICATIONS

- 9. List county and non-county departments, agencies, organization and/or communities impacted by the fee(s), if applicable
Owners of licensed and unlicensed vehicle of unincorporated areas of Orange County and cities
a. whose councils adopt the fee Have they been notified?
Has the fee been coordinated with them?
10. Have all advisory board and public hearing concurrences been finalized?



**EXHIBIT IV
FEE CHECKLIST FOR ASR SUBMISSION**

FEE CALCULATIONS

- 11. Is full cost recovery planned in the fee calculation? If not, Please provide an explanation.
- 12. Are the proposed fee(s) derived from a cost basis analysis? If YES, Please complete questions 13 through 16. If NO, please provide explanation.
- 13. Is agency/department indirect cost included in the fee calculation?
- 14. Is the County General support service costs as determined by the County Wide Cost Allocation Plan (CWCAP) included in the fee calculation?

15. Identification of the costs related to this fee proposal:

Personnel (Salaries & Employee Benefits)	\$	153.00
Services and Supplies	\$	5.00
Equipment	\$	
Department/Agency Indirect Costs	\$	14.00
County General support service costs (CWCAP)	\$	2.00
Other	\$	
Total	\$	174.00

16. *Initial Fiscal Year

Costs:	\$	310,068.00
Revenue:	\$	256,608.00
NCC:	\$	53,460.00

*Projected Fiscal Year

Costs:	\$	310,068.00
Revenue:	\$	310,068.00
NCC:	\$	

* Costs, revenue, and NCC including cost and revenue related to this fee update.

17. Revenue Coding:

FUND	DEPT	BUDGET CONTROL	UNIT	REVENUE SOURCE	DEPT REVENUE SOURCE
13B	060	13B	1413	6510	TV00
13B	060	13B	1413	6510	TV03
13B	060	13B	1413	6510	TV04
13B	060	13B	1413	6510	TV05
13B	060	13B	1413	6510	TV06
13B	060	13B	1413	6510	TV07
13B	060	13B	1413	6510	TV08
13B	060	13B	1413	6510	TV09
13B	060	13B	1413	6510	TV10
13B	060	13B	1413	6510	TV11
13B	060	13B	1413	6510	TV14
13B	060	13B	1413	6510	TV26
13B	060	13B	1413	6510	TV27
13B	060	13B	1413	6510	TV82



EXHIBIT IV
FEE CHECKLIST FOR ASR SUBMISSION

Dept./Agency Authorized Signature Noma M. Crank Print Name: Noma M. Crank Date: 3/5/24

Auditor-Controller Signature DocuSigned by: Stephanie Chen -069B8B44D06A42E... Print Name: Stephanie Chen Date: 4/3/2024

CEO Signature Diana Chepi Print Name: Diana Chepi Date: 4/4/24

Note 1: California State Constitution, Article XIII C, § 1 (e), 2(d), (Proposition 26, November 3, 2010)
Requires a fee or charge that does not fall within the seven exceptions listed in Proposition 26 is deemed a tax which must be approved by the voter.

**ORANGE COUNTY SHERIFF DEPARTMENT
 TRAFFIC VIOLATOR APPREHENSION PROGRAM (TVAP) - FUND 13B
 FY 2023-24 COST ESTIMATE**

REVENUE BY FISCAL YEAR								
DEPT REV	FY 2022-23			Total Estimated			Total Revenue at	Revenue
6510	Paid Tow	Current Fee		Revenue at	Proposed Fee		Proposed Fee	Increase
	<i>a</i>	<i>b</i>		<i>c = (a*b)</i>	<i>d</i>		<i>e = (a*d)</i>	<i>f = (e-c)</i>
								(Decrease)
LICENSED / UNLICENSED	1,782	\$ 144	\$	256,608	\$ 174	\$	310,068	\$ 53,460

ITEM 8.1 - Attachment B

SHERIFF-CORONER DEPARTMENT
 TRAFFIC VIOLATOR APPREHENSION PROGRAM (TVAP) - FUND 13B
 FY 2023-24 COST PROJECTION

SUMMARY OF POSITIONS CHARGED TO FUND 13B

Number of Position		
Total Paid TOW	1,782	
Salary	Total	\$ to Charge 13B
Salary	\$ 348,275	\$ 154,436
Bilingual - BL	2,719	1,618
MART Pay	2,760	276
Holiday	10,285	3,290
ST Pay	-	-
OT	26,523	6,113
On Call	46,692	4,669
POST	13,984	1,398
Education Incentive Pay	2,423	242
PMBS	269	147
TOTAL SALARY =	\$ 453,930	\$ 172,191

Benefits	Total	
Retirement	\$ 203,588	\$ 66,289
Retirement Rebate	-	-
Retire. Defined Cont.	7,569	757
Retire. Star Cola	132	59
Medical Ins.	58,832	27,740
H&W	2,496	1,310
Dental/Hr.	-	-
W/C	16,690	2,513
Unemp.	-	-
AD&D	24	2
Annual Mgmt Physical	-	-
Medicare	6,582	2,497
TOTAL BENEFITS =	\$295,913	\$101,167

TOTAL SALARIES & EMPLOYEE BENEFITS = \$ 749,843 \$ 273,358

Service & Supplies		
Liability Insurance	\$ 14,812	\$ 7,776
ILJAO	127	13
Transportation	5,009	501
TOTAL S&S =	\$ 19,949	\$ 8,290

Overhead (SWORN):	Total	
CWCAP	\$ 8,488	\$ 3,220
Department OH	36,960	19,404
Training	4,525	452
Commander	8,217	4,230
Watch Commander	3,740	374
TOTAL OVERHEAD =	\$ 61,930	\$ 27,681

GRAND TOTAL = \$ 831,722 \$ 309,328

Funded Positions:		
Sergeant	0.10	\$ 45,550
Staff Specialist	1.00	151,334
Office Specialist	0.50	55,950
Office Specialist	0.50	56,495
Total # positions =	2.10	\$ 309,328

Fee Checklist for ASR Submission		
Sergeant	Staff Specialist	Combined Office Specialist
0.10	1.00	1.00
Worker's Compensation Code		
"03"	"05"	"05"
\$ 8.49	\$ 45.84	\$ 32.31
\$ 0.03	\$ 0.52	\$ 0.36
\$ 0.15		
\$ 0.39	\$ 1.06	\$ 0.40
\$ -	\$ -	\$ -
\$ 1.25	\$ 1.95	\$ 0.23
\$ 2.62		\$ -
\$ 0.78		
\$ 0.14		
	\$ 0.01	\$ 0.07
\$ 13.86	\$ 49.38	\$ 33.37

\$ 7.18	\$ 17.59	\$ 12.42
\$ -	\$ -	\$ -
\$ 0.42	\$ -	\$ -
\$ 0.00	\$ 0.02	\$ 0.01
\$ 1.14	\$ 7.21	\$ 7.21
\$ 0.04	\$ 0.35	\$ 0.35
\$ -	\$ -	\$ -
\$ 0.86	\$ 0.33	\$ 0.22
\$ -	\$ -	\$ -
\$ 0.00	\$ -	\$ -
\$ -	\$ -	\$ -
\$ 0.20	\$ 0.72	\$ 0.48
\$ 9.84	\$ 26.22	\$ 20.70

\$ 23.70 \$ 75.60 \$ 54.08

\$ 0.21	\$ 2.08	\$ 2.08
\$ 0.01		
\$ 0.28		
\$ 0.50	\$ 2.08	\$ 2.08

\$ 0.26	\$ 0.92	\$ 0.62
\$ 0.52	\$ 5.18	\$ 5.18
\$ 0.25	\$ -	\$ -
\$ 0.12	\$ 1.12	\$ 1.12
\$ 0.21	\$ -	\$ -
\$ 1.36	\$ 7.23	\$ 6.93

\$ 25.56 \$ 84.91 \$ 63.09

Agrees to "Sergeant-PAID Tow", K56
 Agrees to "Staff Spec-PAID Tow", K51
 Agrees to "Total Office Spec-PAID Tow", X51

\$ 174.00 Proposed Fee, Go To "Presentation", E27.

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Agenda Item

AGENDA STAFF REPORT



ASR Control 24-000212

MEETING DATE: 06/25/24
LEGAL ENTITY TAKING ACTION: Board of Supervisors
BOARD OF SUPERVISORS DISTRICT(S): All Districts
SUBMITTING AGENCY/DEPARTMENT: Sheriff-Coroner (Approved)
DEPARTMENT CONTACT PERSON(S): Brian Wayt (714) 647-1803
 Noma Crook (714) 834-6681

SUBJECT: Approve New Administrative Fee for Vehicle Removal, Impound, Storage or Release

CEO CONCUR Concur	COUNTY COUNSEL REVIEW Approved Resolution to Form	CLERK OF THE BOARD Public Hearing 3 Votes Board Majority
-----------------------------	-------------------------------------------------------------	-----------------------------------------------------------------------

Budgeted: Yes **Current Year Cost:** N/A **Annual Cost:** See Financial Impact Section

Staffing Impact: No **# of Positions:** **Sole Source:** N/A

Current Fiscal Year Revenue: \$310,068

Funding Source: Other: 100% (Fees) **County Audit in last 3 years:** No

Levine Act Review Completed: N/A

Prior Board Action: 11/17/2020 #29, 3/28/2000 #38

RECOMMENDED ACTION(S):

- 1. Find that the proposed fee is Statutorily Exempt from the provisions of CEQA pursuant to Section 21080(b)(8) of the Public Resources Code and Section 157273 of the CEQA Guidelines as the establishment of modification of rates, fees, and charges, which are for the purpose of meeting operating expenses, including employee wage rates and fringe benefits, purchasing or leasing supplies, equipment or materials as set forth herein.
- 2. Conduct the public hearing.
- 3. Adopt a Resolution that:
 - a. Finds that adoption of the Resolution approving the fee is statutorily exempt from the provisions of CEQA pursuant to Section 21080(b)(8) of the Public Resources Code and Section 15273 of the CEQA Guidelines as the establishment or modification of rates, fees, and charges, which are for the purpose of meeting operating expenses, including employee wage rates and fringe benefits and purchasing or leasing supplies, equipment or materials.
 - b. Finds that the fee meets the requirements set forth in subdivision (e)(2) to Section 1 of Article XIIC of the California Constitution and is therefore exempt from the definition of a tax as used therein.
 - c. Finds that the revenue resulting from the fee established pursuant to this Resolution will not exceed the Sheriff-Coroner Department’s reasonable cost for vehicle removal, impound, storage

ITEM 8.1 - Attachment C

or release.

- d. Approves the proposed new administrative fee for the Sheriff-Coroner Department’s removal, impound, storage or release of vehicles, from \$144 to \$174, effective July 1, 2024, and superseding Resolution No. 20-161.
- e. Authorizes the Sheriff to make an annual administrative fee adjustment effective July 1st of each year, starting in 2025, that adjusts the fees set forth in the Resolution for the vehicle removal, impound, storage, or release of vehicles properly impounded after removal from locations in the unincorporated areas of Orange County and the cities that contract with the Sheriff for law enforcement services, where the respective City Council has adopted the new fee, by an amount not to exceed the annual percentage of the Los Angeles-Long Beach-Anaheim “all items” Consumer Price Index, provided that the amount does not exceed the Sheriff’s costs as determined by additional cost studies prepared for the fee adjustment in accordance with the Board of Supervisors (Board) policies.
- f. Approves that this Resolution supersedes Resolution No. 20-161.

SUMMARY:

Approval of the new fee will allow the Sheriff-Coroner Department to fully recover the costs for the removal, impound, storage or release of vehicles.

BACKGROUND INFORMATION:

California Vehicle Code, Section 22850.5 authorizes the Board of Supervisors (Board) to establish a fee based on the administrative costs of removal, impound, storage or release of impounded vehicles.

Following a Sheriff-Coroner Department (Sheriff) cost study in 2020, on November 17, 2020, the Board adopted Resolution No. 20-161 establishing a \$144 fee for a vehicle impound pursuant to specific Vehicle Code violations and for a vehicle impound due to driving without a license or with a suspended or revoked license to be charged for the removal, impound, storage or release of vehicles. By the same resolution, the Board also approved the continued establishment of Fund 13B, Traffic Violator Fund.

A cost study was recently prepared by Sheriff's staff to determine the actual current administrative costs associated with the removal, impound, storage or release of vehicles, and the results are included in Attachment H. While in 2020 there was a difference in administrative costs to process the removal of a vehicle based on Vehicle Code 14602 (unlicensed or suspended license of driver) as compared with other legal bases to remove vehicles, that cost differential no longer exists due to advancements in technology for determining licensing status. Accordingly, the fee now proposed following the Sheriff’s 2024 cost study is the same regardless of the legal basis for removal, impound, storage and release of a vehicle. The cost study indicated that the fee should be revised as noted on the table below in order to reflect the current administrative cost for these services. The County fee is in line with neighboring city fees that range from \$20 to \$305.

<u>Service</u>	<u>Current Fee</u>	<u>Proposed Fee</u>
Vehicle removal, impound, storage or release of vehicles properly impounded	\$144	\$174

Note that Sheriff does not impose any additional costs for any persons who wish to request an appeal or hearing.

ITEM 8.1 - Attachment C

Approval of an annual administrative fee adjustment for the vehicle removal, impound, storage, or release of vehicles, effective July 1st of each year, starting 2025, not to exceed the annual percentage of the Los Angeles-Long Beach-Anaheim “all items” Consumer Price Index, provided that the amount does not exceed the actual costs to the Sheriff as determined by additional cost studies prepared for the fee adjustment will ensure Sheriff’s cost recovery.

Past Board actions on Traffic Violator Apprehension Program fees are noted in the table below:

<u>Board of Supervisors (Board) Approved</u>	<u>Subject</u>
3/28/2000	Board adopted Resolution No. 00-96 establishing a \$50 fee for a vehicle impound pursuant to specific Vehicle Code violations and a \$152 fee for a vehicle impound due to driving without a license or with a suspended or revoked license to be charged for the removal, impound, storage or release of vehicles.
11/17/2020	Board adopted Resolution No. 20-161 establishing a \$144 fee for vehicle removal, impound, storage or release of vehicles.

A Notice of Public Hearing has been published to comply with Government Code Section 66018 which requires a local agency to hold a public hearing when new fees are adopted, or existing fees are revised. The Auditor-Controller and County Executive Office performed a limited review of the fee checklist per County procedure.

Sheriff now requests approval of a new administrative fee for the removal, impound, storage or release of vehicles for Fund 13B, Traffic Violator Fund, effective July 1, 2024.

Compliance with Proposition 26: The fee does not fall within the definition of a tax under Proposition 26 because it is excepted by California Constitution Article XIII C, Section 1, Subdivision (e)(2). Subdivision (e)(2) excepts from the definition of a tax, “a charge imposed for a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product.” This exception applies because the fee amount is limited to no more than what is necessary for Sheriff to recover the reasonable administrative costs for the removal, impound, storage or release of vehicles.

Compliance with CEQA: The adoption of the Resolution approving the fee is statutorily exempt from the provisions of CEQA pursuant to Section 21080(b)(8) of the Public Resources Code and Section 15273 of the CEQA Guidelines as the establishment or modification of rates, fees and charges which are for the purpose of meeting operating expenses, including employee wage rates and fringe benefits, and purchasing or leasing supplies, equipment, or materials.

FINANCIAL IMPACT:

The proposed new fee will result in full cost recovery of the costs of the removal, impound, storage or release of vehicles. This revenue is included in the FY 2024-25 Budget for Budget Controls 060 and 13B, Sheriff-Coroner and will also be part of the budgeting process for future fiscal years.

STAFFING IMPACT:

N/A

ATTACHMENT(S):

Attachment A - Draft Resolution

Attachment B - California Vehicle Code, Section 22850.5

Attachment C - California Vehicle Code, Section 14602

Attachment D - Government Code Section 66018

Attachment E - California Constitution Article XIII C, Section 1

Attachment F - Fee Checklist and Cost Study

Attachment G - Notice of Public Hearing

Attachment H - Fee Comparison

RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA

June 25, 2024

WHEREAS, the Sheriff-Coroner (hereinafter “the Sheriff”) has instituted a Traffic Violator Apprehension Program designed to reduce vehicle accidents caused by unlicensed drivers and drivers whose licenses are suspended and to educate the public about the requirements of the Vehicle Code and related safety issues with regard to driver licensing, vehicle registration, vehicle operation, and vehicle parking; and

WHEREAS, the Sheriff operates the Traffic Violator Apprehension Program in the unincorporated areas of Orange County and in the cities of Orange County that contract for the Sheriff’s law enforcement services; and

WHEREAS, the operation of the Traffic Violator Apprehension Program on an area-wide basis without regard to jurisdictional boundaries between the County and the cities, services the public purposes of the County of Orange because drivers routinely cross jurisdictional boundaries, making an area-wide approach to reduction of traffic accidents and driver education most effective in preventing traffic accidents in all participating jurisdictions; and

WHEREAS, the Sheriff impounds numerous and various vehicles removed from highways, public property, or private property in the unincorporated areas of Orange County and in cities that contract for the Sheriff’s law enforcement services during the normal course of duty; and

WHEREAS, the Sheriff impounds said vehicles pursuant the authority under the California Vehicle Code as follows:

Vehicle Code Section and Impound Ground

- | | |
|-----------|-----------------------------------------------------|
| 14602.6 | Suspended, revoked or unlicensed driver/30-day hold |
| 22651 (a) | Unattended vehicle on bridge |
| 22651 (d) | Vehicle blocking driveway |
| 22651 (e) | Vehicle blocking fire hydrant |
| 22651 (f) | Vehicle blocking freeway |

- 22651 (h) (1) Driver arrested
- 22651 (h) (2) Order of suspension or revocation pursuant to section 13388
- 22651 (i) (1) Multiple parking citations
- 22651 (j) Lack of vehicle registration
- 22651 (k) Parking over seventy-two hours
- 22651 (l) Parking in a construction zone
- 22651 (m) Violation of special events restriction
- 22651 (n) No parking zone
- 22651 (o) (1) Vehicle registration is incorrect, falsified or expired by more than six months
- 22651 (p) Driver unlicensed or license suspended
- 22651 (r) Vehicle blocking another vehicle
- 22651 (t) Notice to appear/illegal amber lights
- 22651 (u) Acting as a car dealer without a license or temporary permit
- 22651 (v) Illegally letting stand a mobile billboard advertisement
- 22651 (w) Second or subsequent violation of an ordinance
- 22655.3 Removal for investigation (fleeing in violation of section 2800.1 or 2800.2)
- 22655.5 (a) Vehicle was used as the means of committing a public offense
- 22655.5 (b) Vehicle is evidence of crime
- 22669 Abandoned vehicle;

WHEREAS, Vehicle Code section 22850.5 authorizes this Board, by resolution, to establish a fee equal to the administrative costs relating to the removal, impound, storage or release of properly impounded vehicles; and

WHEREAS, this Board last adopted a fee pursuant to Vehicle Code section 22850.5 on November 17, 2020, through the adoption of Resolution No. 20-161, which established a fee in the amount of \$144.00 when a vehicle of a licensed and unlicensed driver is removed and/or impounded; and

WHEREAS, in 2024 a cost study conducted by the Sheriff showed that the administrative costs relating to the removal, impound, storage or release of vehicles impounded pursuant to the Vehicle Code has increased to \$174.00 per removal; and

WHEREAS, based upon the cost study, the Sheriff is proposing adoption of a fee in the amount of \$174.00 pursuant to Vehicle Code section 22850.5.

WHEREAS, after the adoption of this updated fee, the Sheriff will seek adoption by the city councils of each of the cities that contract with the Sheriff for law enforcement services of fee identical to those described herein; and

WHEREAS, Sheriff requests authorization of an annual administrative fee adjustment for the removal, impound, storage or release of vehicles, effective July 1st of each year, starting 2025, not to exceed the annual percentage of the Los Angeles-Long Beach-Anaheim “all items” Consumer Price Index, provided that the amount does not exceed the actual costs to the Sheriff as determined by additional cost studies prepared for the fee adjustment will ensure Sheriff’s cost recovery. This will allow Sheriff to have cost recovery for the removal, impound, storage or release of vehicles.

WHEREAS, persons whose vehicles are impounded, rather than the public as a whole, should bear the administrative costs of processing such impounds; and

WHEREAS, Vehicle Code section 22850.5 imposes the following restrictions on the imposition of an administrative fee:

- (a) The fee may only be imposed on the registered owner or the agents of that owner and may not include any vehicle towed under an abatement program or sold at a lien sale pursuant to Sections 3068.1 to 3074, inclusive, of, and Section 22851 of, the Civil Code unless the sale is sufficient in amount to pay the lienholder’s total charges and proper administrative costs; and
- (b) Any charges shall be collected by the local or state authority only from the registered owner or an agent of the registered owner; and
- (c) The charges shall be in addition to any other charges authorized or imposed pursuant to this code; and

(d) The fee does not include any administrative costs associated with conducting a hearing or appeal relating to the removal impound, storage or release of a vehicle and;

WHEREAS, it is unfair to impose the administrative fee authorized by Vehicle Code section 22850.5 in the following circumstances: 1) when the vehicle was left because it became inoperable while being driven, if the owner makes good faith attempts promptly to remove the vehicle from location where it is not permitted, 2) when the vehicle was stolen, 3) when the vehicle was left by an ill or injured driver, and 4) when it is demonstrated to the satisfaction of the Sheriff or his designee that neither the registered owner of the vehicle nor his agent, if any, was at fault in creating the circumstances leading to the impounding of the vehicle; and

WHEREAS, a notice of public hearing with respect to proposed new fee was given according to law; and

WHEREAS, a public hearing pertaining to said proposed new fee was held on June 25, 2024;

NOW, THEREFORE, BE IT RESOLVED that this Board finds, in accordance with California Public Resources Code section 21080 (b) (8), that the charges listed herein below are only for the purposes of meeting operating expenses and are, therefore, exempt from compliance with the California Environmental Quality Act.

BE IT FURTHER RESOLVED that on July 1, 2024, the administrative fee indicated below shall become effective for the removal, impound, storage or release of vehicles properly impounded after removal from locations in the unincorporated areas of Orange County and the cities that contract with the Sheriff for law enforcement services, where the respective City Council has adopted the new fee, in accordance with or on account of violation of the provisions of the Vehicle Code listed below:

A fee of \$174.00 for each removal of a vehicle in accordance with or on account of violation of Vehicle Code sections:

14602.6

22651 (a)

22651 (d)

22651 (e)

22651 (f)

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22651 (v)

22651 (w)

22655.3

22655.5 (a) or (b)

22669

BE IT FURTHER RESOLVED that the Sheriff is directed to collect said fee at the time of release of vehicles that are subject to the fee; and

BE IT FURTHER RESOLVED that said fee shall only be imposed on the registered owner or the agent of the owner of the impounded vehicle, shall not include any vehicle towed under an abatement program or sold at a lien sale pursuant to Sections 3068.1 to 3074, inclusive of, and Section 22851 of, the Civil Code unless the sale is sufficient in amount to pay the lienholder's total charges and proper administrative costs.

BE IT FURTHER RESOLVED that said fee shall be collected by the local or state authority only from the registered owner or an agent of the registered owner and that said fee is in addition to any other charges authorized or imposed pursuant to the Vehicle Code.

BE IT FURTHER RESOLVED that the cost study conducted by the Sheriff that supports this fee did not include administrative costs for conducting a hearing or appeal relating to the removal, impound, storage, or release of a vehicle and therefore is in compliance with Vehicle Code section 22850.5(b)(4).

BE IT FURTHER RESOLVED that said fee shall not be imposed in any of the following circumstances: (a) when the vehicle was left because it became inoperable while being driven, if the owner made good faith attempts to promptly remove the vehicle from a location where it was not permitted; (b) when the vehicle was stolen; (c) when the vehicle was left by an ill or injured driver; or (d) when it is demonstrated to the satisfaction of the Sheriff or designee that neither the registered owner of the vehicle nor his agent, if any, was at fault in creating the circumstances leading to the impounding of the vehicle.

BE IT FURTHER RESOLVED that a registered owner or an agent of a registered owner who believes he/she/it is exempt from the fee in accordance with any of the above-listed criteria may apply in writing for a waiver of the fee and shall present such supporting information or documentation, as the Sheriff may request, to the Administrative Sergeant of the city or unincorporated area where the tow occurred.

BE IT FURTHER RESOLVED that upon presentation of a written application for waiver of said fee, together with such supporting documentation as may be requested by the Sheriff or his/her designee, shall determine promptly whether the applicant meets the above-listed criteria for waiver of the fee and if so, shall waive the fee.

BE IT FURTHER RESOLVED that the Auditor-Controller, having previously been directed to establish in the County Treasury, a Traffic Violator Fund designated as Fund No. 13B for deposit of the proceeds of the fee established by Resolution No. 00-96 to allow the Sheriff Department to continually make deposits of the proceeds of the fee established herein.

BE IT FURTHER RESOLVED that the Traffic Violator Fund shall be an interest-earning, budgeted special revenue fund to be controlled by the Sheriff-Coroner.

BE IT FURTHER RESOLVED that until further order of this Board, the proceeds of the fee established by this Resolution shall be deposited in the Traffic Violator Fund in the County Treasury and shall be used exclusively to reimburse the Sheriff for administrative costs associated with the removal, storage, impound and release of vehicles in accordance with the Vehicle Code in the unincorporated areas of Orange County and the cities in Orange County that contract for the Sheriff's law enforcement services where the new fee has been adopted by the City Council.

BE IT FURTHER RESOLVED that expenditures from the Traffic Violator Fund only include personnel costs who perform duties associated with the removal, storage, impound and release of vehicles.

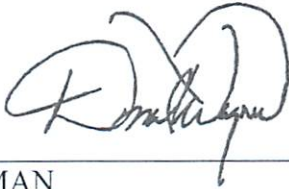
BE IT FURTHER RESOLVED that until further order of this Board, the balance remaining in the Traffic Violator Fund at the close of any fiscal year shall be carried forward and accumulated in said Fund for the purposes recited herein.

BE IT FURTHER RESOLVED that the Sheriff is authorized to make an annual fee change effective July 1st of each year, starting in 2025, that adjusts the fee set forth in this Resolution, by an amount not to exceed the annual percentage of the Los Angeles-Long Beach-Anaheim "all items" Consumer Price Index, provided that the amount does not exceed the Sheriff's costs as determined by additional cost studies prepared for the fee adjustment.

IT IS FURTHER RESOLVED that this Resolution supersedes Resolution No. 20-161.

The foregoing was passed and adopted by the following vote of the Orange County Board of Supervisors, on June 25, 2024, to wit:

AYES:	Supervisors:	ANDREW DO, DONALD P. WAGNER, DOUG CHAFFEE
		KATRINA FOLEY
NOES:	Supervisor(s):	VICENTE SARMIENTO
EXCUSED:	Supervisor(s):	
ABSTAINED:	Supervisor(s):	

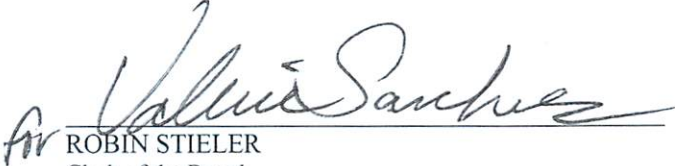


CHAIRMAN

STATE OF CALIFORNIA)
)
 COUNTY OF ORANGE)

I, ROBIN STIELER, Clerk of the Board of Orange County, California, hereby certify that a copy of this document has been delivered to the Chairman of the Board and that the above and foregoing Resolution was duly and regularly adopted by the Orange County Board of Supervisors

IN WITNESS WHEREOF, I have hereto set my hand and seal.



ROBIN STIELER
Clerk of the Board
County of Orange, State of California




Resolution No: 24-085
 Agenda Date: 06/25/2024
 Item No: 72



I certify that the foregoing is a true and correct copy of the Resolution adopted by the Board of Supervisors, Orange County, State of California

Robin Stieler, Clerk of the Board of Supervisors

By: 
Deputy

8.2 SPEED LIMITS ON CITY ROADWAYS

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers
FROM: Christopher Macon, City Manager
FOR: October 14, 2024 Adjourned Regular Meeting
SUBJECT: Speed Limits on City Roadways

Recommendation

1. Receive staff report.

AND
2. Open public hearing.

AND
3. Receive public testimony.

AND
4. Close public hearing.

AND
5. Approve the introduction and first reading of an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE TO ADOPT AND ESTABLISH SPEED LIMITS FOR EL TORO ROAD, MOULTON

PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING REDUCED SPEED LIMITS ON EL TORO ROAD BETWEEN ALISO CREEK ROAD AND CALLE SONORA, AND RE-ESTABLISHMENT OF ALL OTHER EXISTING SPEED LIMITS , AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Background

The City operates and maintains the public roadways in Laguna Woods, including establishing speed limits, which are enforced by the Orange County Sheriff's Department under contract with the City. The public roadways consist of El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue. All other roadways are private and not subject to City-established speed limits.

The process by which cities, counties, and other government entities must establish and periodically review public roadway speed limits in order to (1) deviate from the statewide standard speed limits of 55 miles per hour for two lane undivided roads and 65 miles per hour for all other roadways, or (2) use lidar, radar, or other electronic devices for speed enforcement, is set forth in California Vehicle Code and requires the preparation of an engineering and traffic survey.

California Vehicle Code is based, in part, on the premise that most motorists drive in a reasonable manner intended to avoid collisions and dangerous conditions. Therefore, speed limits are generally required to be established at the nearest five mile per hour increment to the speed actually traveled by 85% of motorists ("85th percentile speed"), unless specified conditions exist, such as a history of collisions or adjacency to high concentrations of bicyclists or pedestrians. Speed limits must be based on objective engineering analysis and cannot be raised or lowered on the basis of personal perception or preference.

The City last conducted an engineering and traffic survey for speed limits on City roadways in 2017. That survey was presented to the City Council on October 18, 2017 and resulted in the adoption of Ordinance No. 17-11, which increased the speed limit on El Toro Road between Avenida Sevilla and Paseo de Valencia from 35 to 40 miles per hour. No other changes were made to speed limits at that time. An aerial exhibit identifying existing speed limits is included as Attachment C. Existing speed limits are also detailed on page 12 of Attachment B.

The Fiscal Years 2023-25 Budget & Work Plan includes the following significant work plan item:

“Engineering and Traffic Survey for Speed Limits – Complete the periodic review of speed limits required by the California Vehicle Code and adopt and implement any necessary changes to speed limits. This item applies to all public streets (El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue).”

Discussion

Today’s meeting is an opportunity for City Council action, as well as public input, on a proposed ordinance that would amend Section 8.06.010 of the Laguna Woods Municipal Code to adopt and establish speed limits for El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue (Attachment A). Staff recommends that the City Council conduct a public hearing and initiate the adoption process for the proposed ordinance in order to establish speed limits that are reasonable, safe, and facilitate the orderly movement of traffic on City roadways based on recommendations set forth in an engineering and traffic survey prepared in accordance with applicable provisions of the California Vehicle Code, and that allow for the use of lidar, radar, and other electronic devices for speed enforcement. The engineering and traffic survey that supports the recommendation is included as Attachment B.

The proposed ordinance would reduce the speed limits on El Toro Road between Aliso Creek Road and Calle Sonora, and re-establish all other existing speed limits. The specific, proposed speed limit reductions by roadway segment are as follows:

- El Toro Road from Aliso Creek Road to Calle Corta (both east and west) would be reduced from 50 to 45 miles per hour
- El Toro Road from Calle Corta to Calle Sonora (both east and west) would be reduced from 50 to 45 miles per hour

An aerial exhibit identifying proposed speed limits is included as Attachment D. Proposed speed limits are also detailed on page 12 of Attachment B.

Environmental Review

The City Council is asked to find that the proposed ordinance is not subject to the

California Environmental Quality Act of 1970, Public Resources Code Section 21000, et. seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively “CEQA”) pursuant to sections 15060(c)(2) (the activities will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activities are not a project as defined in section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3. CEQA Guidelines Section 15378(b)(2) excludes “[c]ontinuing administrative. . . activities, such as . . . general policy and procedure making” and Section 15378(b)(5) excludes “[o]rganizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment” from its definition of “project.”

The City Council is also asked to find that, even if the proposed ordinance were subject to CEQA, it would be exempt based on CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Fiscal Impact

Sufficient funds to support this project are included in the Fiscal Years 2023-25 Budget & Work Plan. The cost of purchasing and installing signage related to the proposed speed limit reductions is estimated at less than \$5,000 and could be accommodated within the existing budget. No new or increased appropriations are sought as part of this agenda item.

Documents Available for Review

Related documents – including the existing ordinance, proposed ordinance, and the Laguna Woods Municipal Code – are available for public review at or from City Hall during normal working hours. The Laguna Woods Municipal Code is also available for review at www.cityoflagunawoods.org.

Report Prepared With: April Baumgarten, Public Works Administrator

Attachments: A – Proposed Ordinance
 Exhibit A – Proposed Code Amendments
 B – Engineering and Traffic Survey (dated October 2, 2024)
 C – Existing Speed Limits Map
 D – Proposed Speed Limits Map

ITEM 8.2
Attachment A
Proposed Ordinance

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ORDINANCE NO. 24-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE TO ADOPT AND ESTABLISH SPEED LIMITS FOR EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING REDUCED SPEED LIMITS ON EL TORO ROAD BETWEEN ALISO CREEK ROAD AND CALLE SONORA, AND RE-ESTABLISHMENT OF ALL OTHER EXISTING SPEED LIMITS , AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the California Vehicle Code sets forth the process by which speed limits must be established and periodically reviewed; and

WHEREAS, speed limits for El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue are codified at Section 8.06.010 of the Laguna Woods Municipal Code; and

WHEREAS, an Engineering and Traffic Survey performed by Iteris, Inc. (dated October 2, 2024) recommends no change in the speed limits for 10 of the 11 street segments studied, and a reduction in the speed limits for El Toro Road between Aliso Creek Road and Calle Sonora from 50 miles per hour to 45 miles per hour; and

WHEREAS, City staff has reviewed and concur with the recommendations in the Engineering and Traffic Survey performed by Iteris, Inc. (dated October 2, 2024), and recommend amendments to the existing speed limits as set forth in the attached Exhibit A to this Ordinance (the “Code Amendments”); and

WHEREAS, on October 14, 2024, the City Council held a duly noticed public hearing on this Ordinance at which the members of the City Council, utilizing their independent judgement, reviewed and considered all of the information, evidence, and testimony presented, both written and oral.

THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby finds and determines that (i) each of the recitals to this Ordinance are true and correct, and are adopted herein as findings; (ii) the Code Amendments comply with all applicable requirements of State law; (iii) the Code Amendments will not adversely affect the health, safety, or welfare of the residents within the community; (iv) the Code Amendments are in the public interest of the City of Laguna Woods; and, (v) the Code Amendments are consistent with the Laguna Woods General Plan and its various elements.

SECTION 2. After reviewing the entire project record, the City Council hereby determines and certifies that this Ordinance is not subject to the California Environmental Quality Act of 1970, Public Resources Code Section 21000, et. seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively “CEQA”) pursuant to sections 15060(c)(2) (the activities will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activities are not a project as defined in section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3. CEQA Guidelines Section 15378(b)(2) excludes “[c]ontinuing administrative. . . activities, such as . . . general policy and procedure making” and Section 15378(b)(5) excludes “[o]rganizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment” from its definition of “project.”

After reviewing the entire project record, the City Council also hereby determines and certifies that that, even if the Ordinance were subject to CEQA, it would be exempt based on CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

SECTION 3. Section 8.06.010 of Title 8 (Traffic Control) of the Laguna Woods Municipal Code is hereby amended to read as set forth in Exhibit A, attached to this Ordinance and incorporated herein by this reference.

SECTION 4. This Ordinance shall take effect and be in full force and operation thirty (30) calendar days after adoption.

SECTION 5. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase added by this Ordinance, or any part thereof, is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity of effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby

declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof irrespective of the fact that any one or more subsections, subdivisions, paragraphs sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 6. The Mayor shall sign this Ordinance.

SECTION 7. The City Clerk shall certify to the passage of this Ordinance and shall cause this Ordinance to be published or posted as required by law.

SECTION 8. All of the above-referenced documents and information have been and are on file with the City Clerk of the City.

PASSED, APPROVED AND ADOPTED this XX day of XX 2024.

NOEL HATCH, Mayor

ATTEST:

YOLIE TRIPPY, CMC, City Clerk

APPROVED AS TO FORM:

ALISHA PATTERSON, City Attorney

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Ordinance No. 24-XX** was duly introduced and placed upon its first reading at an adjourned regular meeting of the City Council on the XX day of XX 2024, and that thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the XX day of XX 2024 by the following vote to wit:

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

YOLIE TRIPPY, CMC, City Clerk

**EXHIBIT A
CODE AMENDMENTS**

Section 8.06.010 (“Speed Limits”) of Chapter 8.06 (“Vehicle Operation”) of Title 8 (“Traffic Control”) of the Laguna Woods Municipal Code is hereby amended in its entirety to read as follows (additions shown with underlining, deletions shown with ~~strikethrough~~):

Sec. 8.06.010. - Speed limits.

The following speed limits are established:

<i>Street</i>	<i>Segment</i>	<i>Speed Limit</i>
El Toro Road	Aliso Creek Road to Calle Corta	50 mph <u>45 mph</u>
El Toro Road	Calle Corta to Calle Sonora	50 mph <u>45 mph</u>
El Toro Road	Calle Sonora to Moulton Parkway	45 mph
El Toro Road	Moulton Parkway to Avenida Sevilla	40 mph
El Toro Road	Avenida Sevilla to Paseo de Valencia	40 mph
Moulton Parkway	Santa Maria Avenue to El Toro Road	45 mph
Moulton Parkway	El Toro Road to Calle Cortez	45 mph
Moulton Parkway	Calle Cortez to South City Limits	45 mph
Ridge Route Drive	Moulton Parkway to East City Limits	45 mph
Santa Maria Avenue	Moulton Parkway to Via Vista	40 mph
Santa Maria Avenue	Santa Vittoria to Avenida Sosiega	40 mph

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ITEM 8.2

Attachment B

Engineering and Traffic Survey (dated October 2, 2024)

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ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

CITY OF LAGUNA WOODS

October 2024



PREPARED FOR:

**CITY OF LAGUNA WOODS
24264 EL TORO ROAD
LAGUNA WOODS, CALIFORNIA 92637**

PREPARED BY:

iteris[®]

**1700 CARNEGIE AVE
SANTA ANA, CA 92705**



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Appendices

A	AB 43 Text
B	Speed Zoning Regulations from Caltrans
C	Traffic Radar Certifications
D	Engineering and Traffic Survey Summary Reports
E	Collision Summary Reports
F	Daily Traffic Counts



CERTIFICATION

I, Joshua G. McNeill, do hereby certify that this Engineering and Traffic Survey for the City of Laguna Woods was performed under my supervision and is accurate and complete. I certify that I am both experienced in performing surveys of this type and duly registered in the State of California as a professional Traffic Engineer.

Handwritten signature of Joshua G. McNeill.

October 2, 2024

Joshua G. McNeill
RTE # 2792

Date



Traffic No. 2792



SECTION 1.0

Introduction

The purpose of this report is to document the results of an Engineering and Traffic Survey (E&TS) conducted to update the speed limits on 11 City-selected arterial, collector, and local roadways on the City of Laguna Woods roadway network. The survey segments are listed below.

Location	No	Segment Limits
El Toro Road	1	Aliso Creek Road to Calle Corta
	2	Calle Corta to Calle Sonora
	3	Calle Sonora to Moulton Parkway
	4	Moulton Parkway to Avenida Sevilla
	5	Avenida Sevilla to Paseo de Valencia
Moulton Parkway	6	Santa Maria Ave to El Toro Road
	7	El Toro Road to Calle Cortez
	8	Calle Cortez to South City Limits
Ridge Route Road	9	Moulton Parkway to East City Limits
Santa Maria Avenue	10	Moulton Parkway to Via Vista
	11	Santa Vittoria to Avenida Sosiega

The overall E&TS was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within city boundaries. Roadways within business and residential districts have an established speed limit of 25 miles per hour, while alleys and blind intersections are 15 miles per hour. Both speed limits are designated by California law and are not typically included in the study. Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on engineering and traffic surveys.

The speed at which a motorist chooses to drive is influenced by a few factors. Driver behavioral research conducted in many parts of this country over a span of several decades shows that the average driver is influenced by the appearance of the roadway itself and the prevailing traffic conditions in choosing the speed at which a person drives. Speed limits should not be set arbitrarily as it may result in unsafe speed differentials and a lack of respect for the regulatory signs from the public. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods.

This report contains sufficient information to document that the conditions of the latest edition of the CVC Section 627 have been satisfied and that other conditions not readily apparent to motorists are properly identified. To legally use radar for speed enforcement, Section 40802 of the CVC requires that speed limits be established per Sections 22357 and 22358 of the CVC. The limits must be justified by an



E&TS conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period up to seven, ten, or fourteen years depending on specific criteria¹.

The latest edition of the CVC has highlighted bicycle and pedestrian safety as factors to be considered when establishing speed limits, and this aspect was considered as a part of this report. Additionally, effective January 1, 2022, several of the CVC sections mentioned above were amended and additional sections were added related to traffic safety and speed limits.

These changes to the CVC were made in accordance with Assembly Bill No. 43 (AB 43) which was approved by the State of California on October 8, 2021. AB 43 is included in Appendix A for reference. The following are some key highlights of AB 43:

- Allows a prima facie speed limit of 25 mph on State highways located in any business or residential district.
- Authorizes Caltrans and a local authority to declare a speed of 20 or 15 mph on State highways.
- Authorizes a lower speed limit on a section of highway contiguous to a business activity district. Definition of “business activity district” is identified in AB 43 text.
- Authorizes a local authority to further reduce the speed limit beyond the 5-mph reduction after June 30, 2024, if certain conditions are met.
- Extends the validity of speed surveys from 10 years to 14 years if evaluated by a registered engineer.
- Local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

Spot speed surveys were taken at 11 locations on the City’s network in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The surveys were conducted on August 7, 2024. The data was collected per the California Manual on Uniform Traffic Control Devices (CA MUTCD), November 7, 2014, edition. Sections of the CA MUTCD detailing regulations for conducting the required “Engineering and Traffic Survey” are presented in **Appendix B**.

The actual speed zone surveys were conducted by AimTD, LLC, a traffic data collection firm. A California registered traffic engineer reviewed the streets, the survey data, and the crash statistics to arrive at the recommended speed limits for each segment.

¹Refer to Appendix A for AB 43 text



SECTION 2.0

Study Methodology

The study involved three major categories of data collection and analysis: (1) geometric and characteristic street surveillance, (2) spot speed survey, and (3) accident rate analysis.

The streets were surveyed by field observation to determine the existing roadway characteristics, condition and placement of signs and markings, adjacent land uses, pedestrian and bicycle activity, and to identify roadway characteristics that are not readily apparent to vehicle drivers.

The spot speed surveys, utilizing a calibrated radar gun, were conducted at 11 roadway segment locations to determine existing vehicular travel speeds. A minimum of 100 observations (50 for each direction of travel) were recorded when possible. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10-mile per hour pace, median speed, and other pertinent data for analysis.

Certifications of the radar technician and the radar gun used for the speed surveys are found in **Appendix C**. The radar technician successfully completed a course on the operation of the radar devices per Section 40802 of the CVC.

Accident data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a three-year period from January 1, 2021, through December 31, 2023, for all roadway segments. The accident rate was calculated and considered in recommending the speed limit.

Definition of Terms

Average daily Traffic: Volume of traffic during a 24-hour period.

ECL: Easterly City Limit (also WCL, NCL and SCL for Westerly, Northerly, and Southerly).

85th Percentile (Critical Speed): The “speed” which 85% of the observed vehicles are not exceeding.

Mean Speed: Average speed of all vehicles that pass a specific point on a road over a set period.

MVM: Million Vehicle Miles

10 MPH Pace: Continuous 10 miles per hour incremental range of speeds in which the largest number of recorded vehicles is contained.



SECTION 3.0

Survey Results

3.1 Street Surveillance

Section 2B.13 “Speed Limit Signs” of the CA MUTCD (see Appendix B) states that the speed limit should be established at the nearest five mile per hour increment (rounded per standard mathematical practice) to the 85th percentile speed recorded during the spot speed survey. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further change in speed. Whenever such factors are considered to establish the speed limit, they should be documented in the speed survey or in the accompanying engineering report.

The survey streets were reviewed by Mr. Joshua McNeill, P.E., T.E, a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver, land use types adjoining the street (commercial, residential, school zone, parks, etc.), and type of roadway (divided, undivided, number of lanes, etc.) were recorded as part of the E&TS. The roadway characteristics were used to determine if any physical conditions warranted consideration of a five mile per hour reduction of the recommended speed in accordance with CVC Section 627 and if roadway segments have changed since the preparation of the previous E&TS dated October 2016. The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Traffic Survey Summary sheets in **Appendix D**.

3.2 Crash Rate Analysis

The Crash Rate for each speed survey segment was determined by using the most recent crash records as required by CVC Section 627. Based on a review of the SWITRS collision reports for January 1, 2019, through December 31, 2021, crash rates were calculated for each street surveyed. The results of the crash rate calculations, including the Comparable Roadway Crash Rates for each type of roadway facility, are shown in **Table 1** on the following page and in the Collision and Summary Reports in **Appendix E**.

The Comparable Roadway Crash Rates are based on the 2021 Collision Data on California State Highways² and are summarized below:

Highway Type (Conventional Suburban)	Comparable Roadway Crash Rate
2 and 3 lanes	1.17
4 + Undivided	1.27
4+ Divided	1.20

² 2021 Collision Data on California State Highways, State of California Department of Transportation.



Table 1. 2024 Speed Zone Survey - Crash Survey Analysis

City of Laguna Woods

Location	No	Segment Limits	Distance (mile)	Distance (feet)	ADT ¹	Collisions ² (3 yr total)	Crash Rate	Comparable Roadway Crash Rate ³
El Toro Road	1	Aliso Creek Road to Calle Corta	0.25	1,320	14,395	10	2.54	1.20
	2	Calle Corta to Calle Sonora	0.91	4,805	15,275	11	0.72	1.20
	3	Calle Sonora to Moulton Parkway	0.43	2,270	28,176	20	1.51	1.20
	4	Moulton Parkway to Avenida Sevilla	0.43	2,270	29,977	18	1.28	1.20
	5	Avenida Sevilla to Paseo de Valencia	0.31	1,637	28,934	7	0.71	1.20
Moulton Parkway	6	Santa Maria Ave to El Toro Road	0.66	3,485	29,880	24	1.11	1.20
	7	El Toro Road to Calle Cortez	0.56	2,957	31,884	11	0.56	1.20
	8	Calle Cortez to South City Limits	0.48	2,534	32,711	9	0.52	1.20
Ridge Route Road	9	Moulton Parkway to East City Limits	0.77	4,066	6,185	1	0.19	1.17
Santa Maria Avenue	10	Moulton Parkway to Via Vista	0.42	2,218	8,236	4	1.06	1.20
	11	Santa Vittoria to Avenida Sosiega	0.14	739	5,468	0	0.00	1.20

¹ ADT counts conducted August 8, 2024

² Statewide Integrated Traffic Records System (SWITRS) Accident Data from 1/1/2021 to 12/31/2023

³ Caltrans 2021 State Highway Collision Data



The Crash Rates in terms of “crashes per 1,000,000 vehicle miles of travel” for each segment surveyed was calculated and is shown on the Engineering and Traffic Survey summary sheets. The following shows a sample calculation.

The rate was calculated using the following equation:

$$\text{Crash Rate} = \frac{\text{Number of Midblock crashes} \times 10^6}{24\text{-hour volume} \times 365 \times \text{segment length} \times \text{number of years}}$$

Where:

- Number of collisions based on three years (January 1, 2021, to December 31, 2023)
- 24-hour volume (both directions) in the survey segment
- Segment length in miles

The 24-hour volume counts were conducted on August 8, 2024, and are provided in **Appendix F**.

Example:

To calculate the crash rate on Moulton Parkway between El Toro Road and Santa Maria Avenue (segment #6) where:

- 24 = Number of collisions along the segment
- 29,880 = 24-hour volume (both directions) in the survey segment
- 0.66 = Segment length in miles
- 3 = Number of analysis years

$$\begin{aligned} \text{Accident Rate} &= \frac{24 \times 10^6}{29,880 \times 365 \times 0.66 \times 3} \\ &= \mathbf{1.11 \text{ accidents per million vehicle miles (C/MVM)}} \end{aligned}$$

The crash rates along comparable roadways in California over the previous three (3) years was 1.20 C/MVM, which is more than the calculated crash rate of 1.11 for the segment.



3.3 Spot Speed Survey

Spot speed surveys were conducted at the 11 street segments to establish a reasonable and effective speed limit based on the premise that the speed limit thus established conforms to the actual behavior of the majority of motorists. The speed limit should normally be established at the first five mile per hour increment nearest the 85th percentile speed recorded and mathematically rounded for the surveyed segment. However, engineering judgment and other factors such as street surveillance (Section 3.1) and accident rates (Section 3.2) may indicate the need for a five-mile per hour reduction in establishing reasonable and effective speed limits.

The CA MUTCD identifies two options for a reduction of speed:

- Option 1 states that a “posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed, in compliance with CVC Section 627 and 22358.5.”
- Option 2 states that “for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used.”

In addition to the two options above, AB 43 now authorizes the local authority to retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

The criteria used in conducting the spot speed surveys are listed in Appendix B.

The information collected and data calculated for the spot speed surveys are as follows:

- | | |
|---------------------------------|-----------------------------------|
| • Posted speed limit | • Number of vehicles observed |
| • Direction of survey | • Average Speed |
| • Date and time of speed survey | • Accident History |
| • 85th Percentile speed | • Accident Rate |
| • 50th Percentile speed | • Average Daily Traffic |
| • 10 mph pace speed | • Road Description |
| • Percent over pace speed | • Pedestrian and bicycle activity |
| • Range of speeds | |

The summary contains information about vehicular speed data observed, accident data, street classification, and any unusual conditions at the location.



SECTION 4.0

Survey Findings and Recommendations

In accordance with the State-imposed speed limit establishment regulation as defined by CVC Section 627 and the recently adopted Assembly Bill No. 43, there are several factors that may be considered to justify setting the prima facie speed limits five miles per hour below the observed 85th percentile speed.

It should be noted that the regulations found in Appendix B also state that “the establishment of a speed limit of five mph below the 85th percentile speed should be done with great care”.

The factors to be considered are:

- Most recent accident record (mid-block)
- Roadway design speed
- Safe stopping sight distance
- Super-elevation
- Grades
- Shoulder condition
- Profile condition
- Intersection spacing offsets
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and bicycle safety

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix D. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). The 2024 Speed Zone Survey – Accident Survey Analysis (Table 1) lists the total number of accidents, calculated accident rate, and the expected accident rate. **Table 2** shows the surveyed road segments with posted and recommended speed limits. CVC sections are defined in Appendix A.

4.1 Speed Limit Signing – General

All California motorists are required to know the basic 15, 25, and 65 mph statutory or prima facie speed laws and are tested on the subject when applying for a driver’s license. The maximum speed limit on most California highways is 65 mph. However, drivers are permitted to travel 70 mph where posted as such. Unless otherwise posted, the maximum speed limit in California is 55 mph on two-lane undivided highways and for vehicles towing trailers – provided the street is not within a business or residential district. Consequently, speed limit signs covering these prima facie conditions need not be posted on city streets. Although not required by law, speed limit signs for these limits can be posted by a jurisdiction when an engineer determines doing so would enhance public awareness and compliance of the basic speed law.

Typically, such postings occur upon streets that have the following:

- significant daily vehicular traffic volumes,
- cut-through traffic problems,
- significant grades,
- continued violation of residential 25 mph speed zones, or
- other unusual environmental or traffic flow characteristics.



Table 2: 2024 Segment Spot Speed Summary

City of Laguna Woods

Location	No.	Segment Limits	Dir.	Date	10-Mile Pace (mph)	% in 10-Mile Pace	85th Percentile (mph)	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	Speed Reduction ¹	Comments
El Toro Road	1	Aliso Creek Road to Calle Corta	E/W	8/7/2024	36 - 45	49%	50.2	50	45	CVC 22358.6(b)	A reduced speed limit is recommended. Speed limit west of Aliso Creek Rd is 45 mph. Existing speed limit is 5 mph above the upper limit of the 10-mile pace. Collision records along segment suggest crash rates have trended higher in past 3 years.
	2	Calle Corta to Calle Sonora	E/W	8/7/2024	43 - 52	48%	52.7	50	45	CVC 22358.7	A reduced speed limit is recommended. A 45-mph speed limit is recommended west of this segment. Speed limit east of Calle Sonora is 45 mph. Several generators of bicyclists or pedestrians including bike lanes, sidewalks, transit stops and senior communities allow for the additional reduction of 5 mph on the segment.
	3	Calle Sonora to Moulton Parkway	E/W	8/7/2024	36 - 44	60%	45.2	45	45	None	No change to speed limit is recommended. Use 85% speed.
Moulton Parkway	4	Moulton Parkway to Avenida Sevilla	E/W	8/7/2024	33 - 42	69%	42.3	40	40	None	No change to speed limit is recommended. Use 85% speed.
	5	Avenida Sevilla to Paseo de Valencia	E/W	8/7/2024	28 - 37	64%	40.2	40	40	None	No change to speed limit is recommended. Use 85% speed.
	6	Santa Maria Ave to El Toro Road	N/S	8/7/2024	36 - 45	62%	47.1	45	45	None	No change to speed limit is recommended. Use 85% speed.
	7	El Toro Road to Calle Cortez	N/S	8/7/2024	40 - 49	53%	50.7	45	45	CVC 22358.6(b)	No change to speed limit is recommended. Use speed reduction from 85% speed to keep speed limit within the 10-mile per hour pace.
	8	Calle Cortez to South City Limits	N/S	8/7/2024	37 - 46	57%	49.6	45	45	CVC 22358.6(c)	No change to speed limit is recommended. Use speed reduction from 85% speed to keep speed limit within 10-mile pace.
Ridge Route Road	9	Moulton Parkway to East City Limits	E/W	8/7/2024	39 - 48	62%	50.2	45	45	CVC 22358.6(b)	No change to speed limit is recommended. Use speed reduction from 85% speed to keep speed limit within 10-mile pace.
	10	Moulton Parkway to Via Vista	E/W	8/7/2024	32 - 41	72%	41	40	40	None	No change to speed limit is recommended. Use 85% speed.
Santa Maria Avenue	11	Santa Vittoria to Avenida Sosiega	E/W	8/7/2024	35 - 44	69%	41.8	40	40	None	No change to speed limit is recommended. Use 85% speed.

¹ CVC 22358.6(b): If rounding to nearest is down, may additionally lower by 5 mph

CVC 22358.6(c): If rounding to nearest is up, may round down

CVC 22358.7: If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph



It is standard engineering practice to recommend the posting of speed limit signs only on streets that have specific speed limits enacted by city ordinance or determined to be justified by an engineer who has performed an E&TS.

When an E&TS shows that the statutory or prima facie speed limits are not applicable for the existing conditions, the speed limits can be altered with the posting of a different speed limit, which must be determined according to the findings of the study. CVC Section 22354 covers decreasing highway speeds from 65 mph, and CVC Section 22358 addresses decreasing local speed limits. The CVC does not address decreasing the speed limit below 55 mph on undivided highways; however, the CA MUTCD states that speed zones (other than statutory speed limits) shall only be established on the basis of an E&TS that has been performed in accordance with traffic engineering practices. Even though it is not codified in the CVC, Caltrans has established the practice of using an E&TS for any reduction below a statutory 55 mph speed limit. Law enforcement agencies and courts are accustomed to seeing surveys for these areas and it may be difficult to defend a speed violation citation without one.

Speed limit signs should be installed at approximately every one-half mile on streets which have been speed zoned. Signs are typically installed at the beginning of the speed zone on the departure side of a traffic signal-controlled intersection. It is also advisable to install signs at key intersections where there is high side street vehicle entry. It is important that motorists be given adequate notice of the speed limit without over signing, since doing so increases maintenance costs and rarely results in increased compliance.

The CA MUTCD outlines speed limit sign size specifications based on the type of roadway facility. Sign sizes vary from a minimum of 24-inches by 30-inches on a single lane conventional roadway to 48-inches by 60-inches on a freeway. It is also important to post signs in a manner that they are clearly visible to approaching traffic from a distance. Care should be taken to maintain landscaping and other vegetation, so it does not grow to block the motorist's view of the signs. In certain circumstances, when an engineer has determined that additional motorist awareness of the speed limit is needed, the speed limit can also be painted on the roadway surface immediately adjacent to a speed limit sign.

Enforcement problems can occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted, or (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.



SECTION 5.0

Summary and Conclusions

- The City of Laguna Woods engineering and traffic surveys and data collection efforts were conducted per CVC Section 627.
- Eleven (11) roadway segments on the City's roadway network were identified to be part of the speed survey study.
- The Crash Survey Analysis (Table 1) provides a comparison of all street segment crash rates to comparable roadways in California.
- As summarized in the Segment Spot Speed Survey (Table 2) the current speed limits are recommended to be retained for the nine (9) survey segments and reduced for two (2) survey segments based on applicable factors as defined in the CVC sections 22358.7, 22358.8 & 22358.9.

Appendix A - AB 43 Text

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AB-43 Traffic safety. (2021-2022)

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Date Published: 10/11/2021 02:00 PM

Assembly Bill No. 43

CHAPTER 690

An act to amend Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

[Approved by Governor October 08, 2021. Filed with Secretary of State October 08, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 43, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law

limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

This bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined, and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. Existing law requires the Judicial Council to create and implement an online tool by June 30, 2024, for the adjudication of traffic infractions, among other things.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require that certain violations be subject to a warning citation, for the first 30 days of implementation. The bill would, in some circumstances, authorize the reduction of a speed limit beginning June 30, 2024, or when the Judicial Council has developed an online tool for adjudicating traffic infraction violations, whichever is sooner. The bill would require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more than 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 627 of the Vehicle Code is amended to read:

627. (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

SEC. 2. Section 21400 of the Vehicle Code is amended to read:

21400. (a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

SEC. 3. Section 22352 of the Vehicle Code is amended to read:

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

SEC. 4. Section 22354 of the Vehicle Code is amended to read:

22354. (a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 5. Section 22358 of the Vehicle Code is amended to read:

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 6. Section 22358.6 is added to the Vehicle Code, to read:

22358.6. The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

SEC. 7. Section 22358.7 is added to the Vehicle Code, to read:

22358.7. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 8. Section 22358.8 is added to the Vehicle Code, to read:

22358.8. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit.

(c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 9. Section 22358.9 is added to the Vehicle Code, to read:

22358.9. (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of four traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

(C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

(b) As used in this section, a "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 10. Section 40802 of the Vehicle Code is amended to read:

40802. (a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted

within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

(4) For purposes of this section, "business activity district" means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and

enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

Appendix B - Speed Zoning Regulations from Caltrans

04 If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

05 An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

Guidance:

06 If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at ~~signalized locations~~ **controlled approaches.**

09 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

Option:

*14 The In-Street Pedestrian Crossing sign may be used ~~seasonably~~ **seasonally** to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.*

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and

fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

Standard:

01 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**

02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

05 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

09 *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 *States and local agencies should conduct engineering studies at least once every 5, 7 or 14 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

11 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

12 ~~When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic.~~

CVC Section 22358.6 – 85th-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).**

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

Standard:

^{12b} If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5. Refer to Section 22358.6(b).

^{12c} The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).

Support:

^{12d} Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85th-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

^{12e} Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria.

CVC Sections 22358.7, 22358.8 and 22358.9 – Applicability on State Highway System & Local Agency Roadways

Standard:

^{12f} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.

Support:

^{12g} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

^{12h} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.

Standard:

¹²ⁱ The additional 5 mph speed reduction allowed by CVC Section 22358.7 on designated safety corridors or on portions of highway adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, shall not be applicable on any roadway segment that is on the State Highway System

^{12j} The option allowed by CVC Section 22358.8 to retain the currently adopted speed limit or restore the immediately prior adopted speed limit, shall not be applicable on any roadway segment that is on the State Highway System.

^{12k} Declaring prima facie speed limits of 25 mph or 20 mph on a highway contiguous to a business activity district allowed by CVC Section 22358.9 shall not be applicable on any roadway segment that is on the State Highway System.

CVC Section 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and

Pedestrians

Standard:

^{12l} Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a, and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as “safety corridor” or “land or facilities that generate high concentrations of bicyclists and pedestrians” in compliance with CVC Sections 22358.6(d) and 22358.7.

Option:

^{12m} Local agencies may additionally lower the speed limits by 5 mph from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if, after completing an E&TS, find that the speed limit is still more than is reasonable or safe, for either of the following reasons:

1. The portion of a highway has been designated as a safety corridor.
2. The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

CVC Section 22358.7(a)(1) – “Safety Corridor” Definition

Standard:

¹²ⁿ **A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.**

^{12o} **One or more of the required crash weighting factors listed in the Table 2B-105(CA) shall be used to prioritize the locations of fatal and serious injury crashes in developing the “Safety Corridor”.**

Option:

^{12p} Data used to determine a safety corridor may be from the most recent Engineering and Traffic Survey (E&TS) performed. The crash data source may include, but is not limited to, California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS).

Standard:

^{12q} **The prioritized subset of safety corridors shall:**

1. **Identify specific locations with high crash occurrences.**
2. **Identify corridor-level segments with a pattern of crash reoccurrence.**
3. **Be able to be stratified by mode.**

^{12r} **Safety corridors shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network.**

Guidance:

^{12s} *A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.*

Option:

^{12t} For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur.

^{12u} To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

Standard:

^{12v} **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

^{12w} Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

CVC Section 22358.7(a)(2) – “Land or facility that generates high concentrations of bicyclists or pedestrians” definition

Standard:

^{12x} **Except for the Option in first paragraph below, a land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-106(CA) are present within a distance of 1320 feet.**

Option:

^{12y} Crash data that demonstrates a highway segment is within the top twenty percent of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year period may be used in lieu of one of the generators listed in Table 2B-106(CA).

Standard:

^{12z} **A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.**

Option:

^{12aa} A highway segment may be longer than 1320 feet provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet.

Standard:

^{12ab} **The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS.**

Option:

^{12ac} A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

^{12ad} Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

Standard:

^{12ae} **The provisions of CVC Section 22358.7 to additionally lower the speed limit (by designating safety corridor or on portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians), shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner.**

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

^{12af} Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

^{12ag} **Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.**

^{12ah} **If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).**

CVC Section 22358.9 – Business Activity District

Option:

^{12ai} A local authority may, by ordinance, determine and declare a 25 or 20 mph prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 mph if the highway segment meets all of the following conditions:

1. A maximum of four traffic lanes.
2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.
3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.

^{12aj} A "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets a least three of the following four requirements:

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

Standard:

^{12ak} **A local authority shall not declare a prima facie speed limit on a portion of a highway where the local authority has already lowered the speed limit as permitted for designated safety corridors (CV Section 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC Section 22358.7) or retained the currently adopted speed limit (CVC Section 22358.8) or have restored the immediately prior adopted speed limit (CVC Section 22358.8). Refer to CVC Section 22358.9(c).**

¹³ *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

¹⁴ Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

¹⁵ *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

¹⁶ Other factors that may be considered when establishing or reevaluating speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.

¹⁷ Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

¹⁸ A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

¹⁹ A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

²⁰ *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

²¹ Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

²² Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

²³ Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

²⁴ CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

²⁵ **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:**

- A. Prevailing speeds as determined by traffic engineering measurements.**
- B. Collision records.**
- C. Highway, traffic, and roadside conditions not readily apparent to the driver.**

Guidance:

²⁶ *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

²⁷ *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

- A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.*
- B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,*
- C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.*
- D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.*
- E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.*
- F. The weather should be fair (dry pavement) with no unusual conditions prevailing.*
- G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.*
- H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.*
- I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.*
- J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.*
- K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.*
- L. Speed zoning should be coordinated with adjacent jurisdictions.*

Support:

²⁸ *Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.*

Option:

²⁹ *When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:*

- A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:*
 - 1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.*
 - 2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.*
 - 3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.*
- B. Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.*

³⁰ *The following two methods of conducting E&TS may be used to establish speed limits:*

- 1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:*
 - a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:*
 - A north arrow*
 - Engineer's station or post mileage*
 - Limits of the proposed zones*
 - Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.*

- Collision rates for the zones involved
 - Average daily traffic volume
 - Location of traffic signals, signs and markings
 - If the highway is divided, the limits of zones for each direction of travel
 - Plotted 85th percentile and pace speeds at location taken showing speed profile
- b. A report to the District Director that includes:
- The reason for the initiation of speed zone survey.
 - Recommendations and supporting reasons.
 - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
 - The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
- a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
- b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

³¹ In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

³² Any agency may lower the speed limit below the prima facie speed limit after performing, and based on the results of an E&TS.

Guidance:

³³ *The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.*

Support:

³⁴ Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

³⁵ Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

³⁶ The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

³⁷ When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

³⁸ *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

Signs

Standard:

39 The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.

40 When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.

41 The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.

Guidance:

42 The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.

Option:

43 The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

44 The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

45 Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

46 The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

Standard:

47 The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.

48 The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.

49 The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.

Option:

50 The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

51 Speed limit signs shall be placed at the beginning of all restricted speed zones.

Option:

52 Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

53 The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.

54 Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

Option:

- The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**

⁵⁵ **Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

Guidance:

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

⁵⁶ *Conventional highways with 55 mph speed limits should be posted as follows:*

Standard:

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.**

Guidance:

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Conventional highways with 65 mph speed limits should be posted as follows:

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Option:

⁵⁷ Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

Standard:

⁵⁸ **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

Guidance:

⁵⁹ *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

Standard:

⁶⁰ **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

Option:

⁶¹ The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

⁶² **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

⁶³ **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.**

⁶⁴ **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

Speed Enforced Signs

Option:

⁶⁵ The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

⁶⁶ *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

Support:

⁶⁷ The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

⁶⁸ The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

⁶⁹ *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

Option:

⁷⁰ The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

⁷¹ **The R48-2(CA) sign shall be used for both directions of travel.**

Guidance:

⁷² *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

Vehicle Speed Feedback Signs

Option:

⁷³ A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

⁷⁴ **If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

Guidance:

⁷⁵ *To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.*

Option:

⁷⁶ When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

⁷⁷ In lieu of lights, legend may be retroreflective film for flip-disk systems.

⁷⁸ The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

⁷⁹ Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

⁸⁰ Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352

Support:

⁸¹ The basic speed law states “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”

Standard:

⁸² **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

⁸³ Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Use of Metric System Designations – See CVC 21351.3

Option:

⁸⁴ Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

⁸⁵ *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

⁸⁶ Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

⁸⁷ **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

Legal Authority for Establishing Speed Limits

Support:

⁸⁸ Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

Standard:

⁸⁹ **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

⁹⁰ The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - See CVC 22355

Option:

⁹¹ The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

⁹² The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.

- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

⁹³ Refer to CVC 40802 for Speed Traps.

Standard:

⁹⁴ **A speed trap shall not apply to a local street, road, school zone, senior zone, or business activity district.**

Support:

⁹⁵ Senior zone is an area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign pursuant to CVC Section 22352.

⁹⁶ Business activity district is a section of highway described in CVC Section 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC Section 22358.9(a)(1).

Standard:

⁹⁷ **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.**

⁹⁸ **This time provision shall be extended to seven years when using radar and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

⁹⁹ **This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

Option:

¹⁰⁰ This time provision for an E&TS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

¹⁰¹ *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

Support:

¹⁰² To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

Standard:

¹⁰³ **Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.**

Guidance:

¹⁰⁴ *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

Standard:

¹⁰⁵ **If warranted, the Caltrans District Director shall issue a standard speed zone order.**

Support:

¹⁰⁶ Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

¹⁰⁷ **A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.**

Speed Zones in Temporary Traffic Control Areas

Support:

¹⁰⁸ For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

Speed Zones and Traffic Signals

Standard:

¹⁰⁹ **An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.**

Support:

¹¹⁰ Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

Section 2B.14 Truck Speed Limit Plaque (R2-2P)

Standard:

⁰¹ **Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~**

⁰² **The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.**

⁰³ **The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.**

Support:

⁰⁴ Refer to Section 2B.13 for more details.

Section 2B.15 Night Speed Limit Plaque (R2-3P)

Standard:

⁰¹ **Where different speed limits are prescribed for day and night, both limits shall be posted.**

Guidance:

⁰² *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

Option:

⁰³ A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

Support:

⁰⁴ Refer to CVC 22355.

Section 2B.16 Minimum Speed Limit Plaque (R2-4P)

Standard:

⁰¹ **A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.**

Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 7 of 7)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
FREEWAY - ACCESS RIGHTS RESTRICTED ON THIS SECTION OF HIGHWAY	S3-1(CA)	2B.39	30 x 24	30 x 24	---	---	---	---
STATE PROPERTY - NO DUMPING - NO PARKING - NO TRESPASSING	S8(CA)	2B.111	36 x 22	36 x 22	---	---	---	---
STATE PROPERTY - ANY PERSON REMOVING OR MOLESTING SAME WILL BE PROSECUTED	S20(CA)	2B.111	24 x 18	24 x 18	---	---	---	---
Weigh Station Repair Service plaque	S21(CA)	2B.60	36 x 24	36 x 24	---	---	---	---
Rest Area/Vista Point 8 HOUR PARKING	S23(CA)	2B.46, 2I.05	24 x 24	24 x 24	---	---	---	---
DAYLIGHT HEADLIGHT SECTION	S30-1(CA)	2B.64	84 x 54	84 x 54	---	---	---	---
TURN ON HEADLIGHTS NEXT X MILES	S30-2(CA)	2B.64	108 x 54	108 x 54	---	---	---	---
END DAYLIGHT HEADLIGHT SECTION	S30-3(CA)	2B.64	84 x 66	84 x 66	---	---	---	---
TURN ON HEADLIGHTS	S30-4(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
CHECK HEADLIGHTS	S30-5(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
Safety Corridor Sign	S33(CA)	2B.64	102 x 48	102 x 48	---	---	---	---

Table 2B-2. Meanings of Symbols and Legends on Reversible Lane Control Signs

Symbol / Word Message	Meaning
Red X on white background	Lane closed
Upward pointing black arrow on white background (if left turns are permitted, the arrow shall be modified to show left / through arrow)	Lane open for through travel and any turns not otherwise prohibited
Black two-way left-turn arrows on white background and legend ONLY	Lane may be used only for left turns in either direction (i.e., as a two-way left-turn lane)
Black single left-turn arrow on white background and legend ONLY	Lane may be used only for left turns in one direction (without opposing left turns in the same lane)

Table 2B-101(CA). Standard Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	<ul style="list-style-type: none"> ▪ Railroad grade crossing with obstructed view ▪ Uncontrolled highway intersection with obstructed view ▪ An alley 	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe <ul style="list-style-type: none"> ▪ Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park ▪ Road near a school or senior center facility 	22358.3 & 22358.4
25 mph	State or local authority	<ul style="list-style-type: none"> ▪ Any highway in any business or residential district ▪ A street contiguous to senior citizen facility other than a State highway ▪ Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities 	22352.b & 22357.1

Table 2B-102(CA). Standard Application of Speed Limits per California Vehicle Code Revised February 6, 2023

Speed	Determined by	Roadway Facility	CVC Section
15 to 60 mph	Caltrans	State highway, based on an E&TS where the limit of 65 mph is more than reasonable or safe	22354
15 to 60 mph	Local city council or county board of supervisors for Caltrans	State highway, local entities may conduct a public hearing on proposed increases or decreases and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
30 to 65 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
15 to 60 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where the limit of 65 mph is more than is reasonable and safe	22358.8(a)
20 to 50 mph for Trucks	State or local authority	Highways under their respective jurisdiction where 55 mph is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 55 mph	State or local authority	<ul style="list-style-type: none"> ▪ Two-lane, undivided highway ▪ Any highway if driving any of the following vehicles: <ol style="list-style-type: none"> a. Motortruck or truck tractor with > 3 axles b. Passenger vehicle or bus towing any other vehicle c. School bus transporting any school pupil d. A farm labor vehicle when transporting passengers e. A vehicle transporting explosives f. A trailer bus 	22349.b & .c and 22406
Maximum Speed Limit of 65 mph	State or local authority	Any highway, posted at 65 mph based upon an E&TS, for vehicles not subject to CVC 22406	22349(a) & 22349
Maximum Freeway Speed Limit 70 mph	Caltrans	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	N/A
45.1-47.4	45	N/A	40
42.5-45.0	45	40	N/A
40.1-42.4	40	N/A	35

Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and public properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency’s Roadways & Private Property Subjected to CVC

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	N/A	40
45.1-47.4	45	N/A	40	35
42.5-45.0	45	40	N/A	35
40.1-42.4	40	N/A	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-105(CA). Safety Corridor Definition Requirements

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows: <ul style="list-style-type: none"> ▪ Crash severity: Fatal Crashes, Serious Injury Crashes ▪ Mode: Pedestrian-bicycle related crashes, vehicle/other ▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen ▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey ▪ School proximity (within 0.25 miles) based on the California School Campus Database
Crash Density	Each roadway segment block can be converted into ~ 0.25 mile overlapping “corridor” segments to create a consistent unit of measurement and asses the concentration of linear patterns of injuries within a define distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) “corridor” segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.
Maintenance	The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.

Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

Appendix C - Traffic Radar Certifications

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004
619-922-3504

I certify that the Decatur Genesis VP Handheld Directional Radar, Serial Number 02557 was tested on February 27, 2024 and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results


Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+5%	+0.0	Yes
Radar Device Tuning Fork s/n 282445 & 39148	-1MPH	+1MPH	35 - 2568 Hz	Yes
Microwave Frequency - K-Band	-100MHz	+100MHz	24.136GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.5	Yes
Antenna Horizontal Bandwidth K-Band	-	15°	14°	Yes
Low Voltage Supply	-	10.8V	10.4	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
RFI tests			Null	Yes
Temperature sens.	-10° F.	+150° F.	Null	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.9dB	Yes
Antenna Near Field Maximum Power Density		0 dBm/cm ²	-9.5dBm/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

Expiration Date: February 27, 2027

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By:  Date: February 27, 2024
Paige Petre Radar/Lidar Technician
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Decatur Genesis VP Handheld Directional Radar, Serial Number 03202 was tested on July 14, 2022 and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+5%	+0.00	Yes
Radar Device Tuning Fork s/n 282445 & 39148	-1MPH	+1MPH	35 – 2568 Hz	Yes
Microwave Frequency – K-Band	-100MHz	+100MHz	24.127GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.05	Yes
Antenna Horizontal Bandwidth K-Band	-	15°	14°	Yes
Low Voltage Supply	-	10.8V	10.4	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
RFI tests			Null	Yes
Temperature sens.	-10° F.	+150° F.	Null	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.9dB	Yes
Antenna Near Field Maximum Power Density		0 dBm/cm ²	-9.5dBm/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: William F. Dunable Date: July 14, 2022
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT –

1. Javier Correa of AimTD LLC has successfully completed a course for Traffic Engineers on the operation of Traffic Radar and Laser devices. This training was accordance with Traffic and Engineering Speed Surveys as outlined in the California Vehicle Code and the Cal Trans Manual of Uniform Traffic Control Devices. This course is based upon the standards as outlined by the National Highway Traffic Safety Administration, California Commission on P.O.S.T. and Section 40802 of the California Vehicle Code.
2. Javier Correa completed the classroom instruction on operation and theory of Radar and Laser devices, case law, traffic and engineering surveys, the California Vehicle Code as well as the test, set-up, operation and identification of erroneous readings.
3. Javier Correa, in field settings demonstrated competence in the test and set-up of a Laser device, operation and trouble shooting of these devices and correct evaluation of readings provided by the device.
4. Javier Correa demonstrated competence in making visual speed estimations in actual field settings.
5. Javier Correa of AimTD is recognized for his competence as a Radar and Laser Operator this 8th day of August, 2022.



Steve Chauncey
P.O.S.T. Certified Radar/Laser Instructor

CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT –

1. Vitalii Yarmolenko has successfully completed a course for Traffic Engineers on the operation of Radar devices in application with Traffic and Engineering Speed Surveys as outlined in the California Vehicle Code and the Manual of Uniform Traffic Control Devices. This course is based upon the standards as outlined by the National Highway Traffic Safety Administration, California Commission on P.O.S.T standards and Section 40802 of the California Vehicle Code.
2. Vitalii Yarmolenko completed the classroom instruction on operation and theory of Radar devices, case law, traffic and engineering surveys, the California Vehicle Code as well as the test, set-up, operation and identification of erroneous readings.
3. Vitalii Yarmolenko, in field settings demonstrated competence in the test and set-up of Radar devices, operation and trouble shooting of the device and correct evaluation of readings provided by the device.
4. Vitalii Yarmolenko demonstrated competence in making visual speed estimations in actual field settings.
5. Vitalii Yarmolenko is recognized for his competence as a Radar Operator this 22nd day of March, 2024.



Steve Chauncey
Certified Instructor

Appendix D - Engineering and Traffic Survey Summary Reports

cs@aimtd.com

City of Laguna Woods

DATA ENTRY COLUMNS DIST.(MI)= 0.25 # OF ACC.= 0

DATE: 8/7/2024 TIME PERIOD : 11:26 AM TO 12:02 PM

LOCATION: Speed1 El Toro Rd from Aliso Creek Rd to Calle Corta.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65	0	0	0
64	0	0	0
63	0	0	0
62	0	0	0
61	1	0	1
60	0	0	0
59	1	0	1
58	0	0	0
57	1	0	1
56	1	2	3
55	1	2	3
54	2	4	6
53	1	4	5
52	1	0	1
51	2	3	5
50	13	5	18
49	4	10	14
48	6	1	7
47	2	8	10
46	2	3	5
45	10	4	14
44	1	3	4
43	3	6	9
42	2	2	4
41	4	2	6
40	7	9	16
39	3	9	12
38	8	7	15
37	9	5	14
36	5	2	7
35	6	3	9
34	0	4	4
33	4	1	5
32	0	4	4
31	0	1	1
30	1	1	2
29	1	0	1
28	0	0	0
27	0	0	0
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0

LIMITS (BTN): Speed1 El Toro Rd from Aliso Creek Rd to Calle Corta.

POSTED SPEED LIMIT: 50 MPH

COMMENTS:

ACCIDENT HISTORY: 0

ACCIDENT RATE: 0.00

EXPECTED RATE: 0.87

PROPOSED SPEED LIMIT: 45 MPH

ADT: 14,935

OBSERVER: Vitalii Y.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH (MI): 0.25

LANES PER DIRECTION: 3

STREET WIDTH (Ft.):

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF)

	NORTHBOUND		SOUTHBOUND		NORTHBOUND+SOUTHBOUND	
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
85TH %:	50.3	50.1	50.2	50.2	50.2	50.2
50TH %:	43.2	43.2	43.2	43.2	43.2	43.2
15TH %:	36.2	36.3	36.3	36.3	36.3	36.3
10 MPH PACE:	36 - 45	38 - 47	36 - 45	36 - 45	36 - 45	36 - 45
% IN PACE:	51%	50%	49%	49%	49%	49%
% OVER PACE:	37%	30%	39%	39%	39%	39%
% UNDER PACE:	12%	20%	13%	13%	13%	13%
ARITHMETIC MEAN:	43.23	43.22	43.22	43.22	43.22	43.22
SAMPLE VARIANCE:	46.57	44.25	46.57	45.17	45.17	45.17
STANDARD DEVIATION:	6.82	6.65	6.82	6.72	6.72	6.72
VARIANCE OF THE MEAN:	0.46	0.42	0.46	0.22	0.22	0.22
STD. ERROR OF THE MEAN:	0.68	0.65	0.68	0.47	0.47	0.47

102	105	207
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DATE: 8/7/2024
 TIME PERIOD: 12:10 PM TO 12:48 PM

LOCATION: Speed2 El Toro Rd from Tanager Ln to Canyon Wren Ln.

LIMITS (BTN): Speed2 El Toro Rd from Tanager Ln to Canyon Wren Ln.

DIST.(MI.)= 0.91
 # OF ACC.= 4

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65	0	0	0
64	0	0	0
63	0	0	0
62	0	0	0
61	0	0	0
60	1	1	2
59	2	3	5
58	1	1	2
57	1	0	1
56	0	1	1
55	8	8	16
54	0	2	2
53	1	1	2
52	3	3	6
51	4	1	5
50	8	5	13
49	9	8	17
48	9	5	14
47	3	6	9
46	0	5	5
45	3	3	6
44	4	3	7
43	5	11	16
42	1	5	6
41	1	0	1
40	4	1	5
39	3	5	8
38	8	6	14
37	3	7	10
36	2	0	2
35	14	2	16
34	0	2	2
33	0	1	1
32	2	1	3
31	1	0	1
30	1	1	2
29	0	1	1
28	1	1	2
27	0	1	1
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0

POSTED SPEED LIMIT: 50 MPH
 COMMENTS:
 ACCIDENT HISTORY: 4
 ACCIDENT RATE: 0.26
 EXPECTED RATE: 0.87
 PROPOSED SPEED LIMIT: 45 MPH
 C ADT: 15,275

ROAD SURFACE: DRY
 ROAD CONDITION: GOOD
 ROAD SEGMENT LENGTH (MI): 0.91
 LANES PER DIRECTION: 3
 STREET WIDTH (FT.):
 DATA COLLECTION METHOD: RADAR
 DEVELOPMENT: RESIDENTIAL (NF)
 COMMERCIAL
 CHURCH

	NORTHBOUND	SOUTHBOUND	NORTHBOUND-SOUTHBOUND
85TH %:	52.3	53.0	52.7 M.P.H.
50TH %:	44.4	45.1	44.8 M.P.H.
15TH %:	36.5	37.3	36.9 M.P.H.
10 MPH PACE:	43 - 52	42 - 51	43 - 52 M.P.H.
% IN PACE:	47%	51%	48%
% OVER PACE:	14%	21%	16%
% UNDER PACE:	40%	28%	37%
ARITHMETIC MEAN:	44.43	45.15	44.79 M.P.H.
SAMPLE VARIANCE:	58.23	57.91	57.91
STANDARD DEVIATION:	7.63	7.61	7.61 M.P.H.
VARIANCE OF THE MEAN:	0.57	0.57	0.28
STD. ERROR OF THE MEAN:	0.75	0.75	0.53 M.P.H.

	NB	SB	TOTAL
103	0	0	0
102	0	0	0
101	0	0	0
100	0	0	0
99	0	0	0
98	0	0	0
97	0	0	0
96	0	0	0
95	0	0	0
94	0	0	0
93	0	0	0
92	0	0	0
91	0	0	0
90	0	0	0
89	0	0	0
88	0	0	0
87	0	0	0
86	0	0	0
85	0	0	0
84	0	0	0
83	0	0	0
82	0	0	0
81	0	0	0
80	0	0	0
79	0	0	0
78	0	0	0
77	0	0	0
76	0	0	0
75	0	0	0
74	0	0	0
73	0	0	0
72	0	0	0
71	0	0	0
70	0	0	0
69	0	0	0
68	0	0	0
67	0	0	0
66	0	0	0
65	0	0	0
64	0	0	0
63	0	0	0
62	0	0	0
61	0	0	0
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	0	0	0
54	0	0	0
53	0	0	0
52	0	0	0
51	0	0	0
50	0	0	0
49	0	0	0
48	0	0	0
47	0	0	0
46	0	0	0
45	0	0	0
44	0	0	0
43	0	0	0
42	0	0	0
41	0	0	0
40	0	0	0
39	0	0	0
38	0	0	0
37	0	0	0
36	0	0	0
35	0	0	0
34	0	0	0
33	0	0	0
32	0	0	0
31	0	0	0
30	0	0	0
29	0	0	0
28	0	0	0
27	0	0	0
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0

DATE: 8/7/2024 TIME PERIOD: 1:07 PM TO 2:05 PM
 DIST.(MI.)= 0.3
 # OF ACC.= 7
 LOCATION: Speed3 El Toro Rd from Town Centre to Moulton Pkwy.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	1	0	1
54	0	0	0
53	0	0	0
52	2	0	2
51	1	0	1
50	4	1	5
49	4	2	6
48	2	1	3
47	3	2	5
46	4	1	5
45	2	2	4
44	8	5	13
43	6	4	10
42	13	6	19
41	5	2	7
40	4	9	13
39	6	6	12
38	11	8	19
37	10	7	17
36	3	5	8
35	3	6	9
34	2	2	4
33	0	2	2
32	3	6	9
31	3	5	8
30	0	2	2
29	1	3	4
28	2	7	9
27	2	6	8
26	1	2	3
25	1	2	3
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

LIMITS (BTN): Speed3 El Toro Rd from Town Centre to Moulton Pkwy.
 OBSERVER: Vitalii Y.
 WEATHER: SUNNY
 ROAD SURFACE: DRY
 ROAD CONDITION: GOOD
 ROAD SEGMENT LENGTH (MI): 0.3
 LANES PER DIRECTION: 3
 STREET WIDTH (FT.):
 DATA COLLECTION METHOD: RADAR
 DEVELOPMENT: COMMERCIAL BUSINESS

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	46.8	42.9	45.2 M.P.H.
50TH %:	40.6	36.5	38.6 M.P.H.
15TH %:	34.4	30.1	31.9 M.P.H.
10 MPH PACE:	37 - 46	35 - 44	35 - 44 M.P.H.
% IN PACE:	66%	56%	60%
% OVER PACE:	16%	9%	15%
% UNDER PACE:	17%	35%	24%
ARITHMETIC MEAN:	40.60	36.51	38.57 M.P.H.
SAMPLE VARIANCE:	36.30	38.45	41.37
STANDARD DEVIATION:	6.03	6.20	6.43 M.P.H.
VARIANCE OF THE MEAN:	0.35	0.37	0.20
STD. ERROR OF THE MEAN:	0.59	0.61	0.45 M.P.H.

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
104			
103			
207			

DATE: 8/7/2024 TIME PERIOD : 12:48 PM TO 1:18 PM
 DIST. (MI.) = 0.43
 # OF ACC. = 11

LOCATION: Speed4 El Toro Rd from Moulton Pkwy to Avenida Sevilla.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	0	0	0
54	0	0	0
53	0	0	0
52	0	0	0
51	0	0	0
50	0	0	0
49	2	1	3
48	1	2	3
47	2	0	2
46	0	1	1
45	2	1	3
44	0	1	1
43	6	5	11
42	8	7	15
41	6	9	15
40	8	8	16
39	3	5	8
38	8	7	15
37	5	9	14
36	11	8	19
35	8	5	13
34	7	6	13
33	9	3	12
32	7	6	13
31	1	5	6
30	3	1	4
29	0	5	5
28	4	2	6
27	1	1	2
26	0	1	1
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

102 100 202

LIMITS (BTN): Speed4 El Toro Rd from Moulton Pkwy to Avenida Sevilla.

POSTED SPEED LIMIT: 40 MPH
 COMMENTS:
 ACCIDENT HISTORY: 11
 ACCIDENT RATE: 0.78
 EXPECTED RATE: 0.75
 PROPOSED SPEED LIMIT: 40 MPH - NO CHANGE
 ADT: 29.977
 DATA COLLECTION METHOD: RADAR
 DEVELOPMENT: RESIDENTIAL (NF)
 GOLF COURSE
 COMMERCIAL
 BUSINESS

OBSERVER: Javier C.
 WEATHER: SUNNY
 ROAD SURFACE: DRY
 ROAD CONDITION: GOOD
 ROAD SEGMENT LENGTH (MI): 0.43
 LANES PER DIRECTION: 3
 STREET WIDTH (Ft.):
 DATA COLLECTION METHOD: RADAR
 DEVELOPMENT: RESIDENTIAL (NF)
 GOLF COURSE
 COMMERCIAL
 BUSINESS

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
15TH %:	42.2	42.5	42.3
50TH %:	37.2	37.2	37.2
15TH %:	32.1	31.9	32.0
10 MPH PACE:	33 - 42	34 - 43	33 - 42
% IN PACE:	72%	69%	69%
% OVER PACE:	13%	7%	12%
% UNDER PACE:	16%	24%	18%
ARITHMETIC MEAN:	37.17	37.20	37.18
SAMPLE VARIANCE:	23.47	26.08	24.64
STANDARD DEVIATION:	4.84	5.11	4.96
VARIANCE OF THE MEAN:	0.23	0.26	0.12
STD. ERROR OF THE MEAN:	0.48	0.51	0.35

M.P.H. M.P.H. M.P.H. M.P.H. M.P.H. M.P.H. M.P.H. M.P.H. M.P.H. M.P.H.

DIST. (MI.) = 0.31
 # OF ACC. = 5

DATE: 8/7/2024 TIME PERIOD : 1:22 PM TO 1:47 PM

LOCATION: Speed5 El Toro Rd from Avenida Sevilla to Paseo De Valencia.

LIMITS (BTN): Speed5 El Toro Rd from Avenida Sevilla to Paseo De Valencia.

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

ACCIDENT HISTORY: 5

ACCIDENT RATE: 0.51

EXPECTED RATE: 0.75

PROPOSED SPEED LIMIT: 40 MPH - NO CHANGE

ADT: 28,934

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF) COMMERCIAL

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH (MI): 0.31

LANES PER DIRECTION: 3

STREET WIDTH (Ft.):

EASTBOUND WESTBOUND EASTBOUND+WESTBOUND

15TH %: 39.3 41.0 40.2 M.P.H.

50TH %: 33.2 34.5 33.9 M.P.H.

15TH %: 27.1 28.1 27.6 M.P.H.

10 MPH PACE: 28 - 37 28 - 37 28 - 37 M.P.H.

% IN PACE: 69% 59% 64%

% OVER PACE: 17% 31% 24%

% UNDER PACE: 15% 10% 12%

ARITHMETIC MEAN: 33.21 34.53 33.87 M.P.H.

SAMPLE VARIANCE: 34.62 38.51 36.81

STANDARD DEVIATION: 5.88 6.21 6.07 M.P.H.

VARIANCE OF THE MEAN: 0.34 0.38 0.18

STD. ERROR OF THE MEAN: 0.58 0.62 0.42 M.P.H.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	0	0	0
54	0	0	0
53	0	0	0
52	0	0	0
51	0	0	0
50	0	0	0
49	1	0	1
48	0	2	2
47	1	0	1
46	2	2	4
45	2	1	3
44	3	3	6
43	0	0	0
42	3	5	8
41	1	1	2
40	0	5	5
39	1	4	5
38	3	7	10
37	6	10	16
36	8	4	12
35	7	5	12
34	7	5	12
33	8	3	11
32	13	11	24
31	4	3	7
30	6	7	13
29	6	4	10
28	6	8	14
27	6	1	7
26	4	4	8
25	1	1	2
24	0	1	1
23	1	1	2
22	0	0	0
21	1	1	2
20	1	1	2
19	0	0	0
18	0	0	0
17	1	0	1
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

103	101	204
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DATE: 8/7/2024 TIME PERIOD : 12:17 PM TO 12:38 PM
 DIST. (MI.) = 0.66
 # OF ACC. = 10
 LOCATION: Speed6 Moulton Pkwy from El Toro Rd to Santa Maria Ave.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65	0	0	0
64	0	0	0
63	0	0	0
62	0	0	0
61	0	0	0
60	0	0	0
59	0	0	0
58	0	1	1
57	0	1	1
56	0	0	0
55	1	0	1
54	0	0	0
53	2	0	2
52	0	2	2
51	1	2	3
50	2	1	3
49	4	3	7
48	3	5	8
47	6	5	11
46	7	2	9
45	8	7	15
44	6	4	10
43	2	6	8
42	9	9	18
41	8	4	12
40	8	11	19
39	4	6	10
38	3	7	10
37	9	2	11
36	8	4	12
35	7	3	10
34	3	2	5
33	1	6	7
32	0	4	4
31	0	2	2
30	0	2	2
29	0	0	0
28	0	0	0
27	0	0	0
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0

LIMITS (BTN): Speed6 Moulton Pkwy from El Toro Rd to Santa Maria Ave.
 OBSERVER: Javier C.
 WEATHER: SUNNY
 ROAD SURFACE: DRY
 ROAD CONDITION: GOOD
 ROAD SEGMENT LENGTH (MI): 0.66
 LANES PER DIRECTION: 3
 STREET WIDTH (Ft.):
 DATA COLLECTION METHOD: RADAR
 DEVELOPMENT: GOLF COURSE COMMERCIAL

POSTED SPEED LIMIT: 45 MPH
 COMMENTS:
 ACCIDENT HISTORY: 10
 ACCIDENT RATE: 0.46
 EXPECTED RATE: 0.87
 PROPOSED SPEED LIMIT: 45 MPH - NO CHANGE
 ADT: 29,880

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
15TH %:	47.0	47.3	47.1
50TH %:	41.8	41.1	41.5
15TH %:	36.6	35.0	35.8
10 MPH PACE:	36 - 45	38 - 47	36 - 45
% IN PACE:	64%	60%	62%
% OVER PACE:	25%	15%	24%
% UNDER PACE:	11%	25%	15%
ARITHMETIC MEAN:	41.79	41.14	41.47
SAMPLE VARIANCE:	25.08	35.00	29.97
STANDARD DEVIATION:	5.01	5.92	5.47
VARIANCE OF THE MEAN:	0.25	0.35	0.15
STD. ERROR OF THE MEAN:	0.50	0.59	0.38

	102	101	203
15TH %:	47.0	47.3	47.1
50TH %:	41.8	41.1	41.5
15TH %:	36.6	35.0	35.8
10 MPH PACE:	36 - 45	38 - 47	36 - 45
% IN PACE:	64%	60%	62%
% OVER PACE:	25%	15%	24%
% UNDER PACE:	11%	25%	15%
ARITHMETIC MEAN:	41.79	41.14	41.47
SAMPLE VARIANCE:	25.08	35.00	29.97
STANDARD DEVIATION:	5.01	5.92	5.47
VARIANCE OF THE MEAN:	0.25	0.35	0.15
STD. ERROR OF THE MEAN:	0.50	0.59	0.38

City of Laguna Woods

DATA ENTRY COLUMNS: DIST. (MI.)= 0.56 # OF ACC.= 7

LOCATION: Speed7 Moulton Pkwy from Via Iglesia to El Toro Rd.

DATE: 8/7/2024

TIME PERIOD: 2:10 PM TO 2:55 PM

LIMITS (BTN): Speed7 Moulton Pkwy from Via Iglesia to El Toro Rd.

POSTED SPEED LIMIT: 45 MPH COMMENTS: OBSERVER: Vitalii Y. WEATHER: SUNNY ROAD SURFACE: DRY ROAD CONDITION: GOOD ROAD SEGMENT LENGTH (MI): 0.56 LANES PER DIRECTION: 3 STREET WIDTH (Ft.): RADAR DATA COLLECTION METHOD: BUSINESS COMMERCIAL CHURCH DEVELOPMENT:

ACCIDENT HISTORY: 4 ACCIDENT RATE: 0.20 EXPECTED RATE: 0.87 PROPOSED SPEED LIMIT: 45 MPH - NO CHANGE ADT: 31,884

155TH %: SOUTHBOUND 52.0 NORTHBOUND 49.0 M.P.H. 50TH %: SOUTHBOUND 45.0 NORTHBOUND 41.7 M.P.H. 15TH %: SOUTHBOUND 38.0 NORTHBOUND 34.3 M.P.H. 10 MPH PACE: SOUTHBOUND 40 - 49 NORTHBOUND 37 - 46 M.P.H. % IN PACE: SOUTHBOUND 55% NORTHBOUND 53% M.P.H. % OVER PACE: SOUTHBOUND 25% NORTHBOUND 29% M.P.H. % UNDER PACE: SOUTHBOUND 20% NORTHBOUND 18% M.P.H. ARITHMETIC MEAN: SOUTHBOUND 45.01 NORTHBOUND 41.67 M.P.H. SAMPLE VARIANCE: SOUTHBOUND 45.81 NORTHBOUND 50.12 M.P.H. STANDARD DEVIATION: SOUTHBOUND 6.77 NORTHBOUND 7.08 M.P.H. VARIANCE OF THE MEAN: SOUTHBOUND 0.46 NORTHBOUND 0.50 M.P.H. STD. ERROR OF THE MEAN: SOUTHBOUND 0.68 NORTHBOUND 0.71 M.P.H.

Table with columns: SPEED (MPH), NB, SB, TOTAL VEHICLES SURVEYED, TOTAL VEHICLES, NB, SB, TOTAL. Rows 65-15.

Summary table with columns: NORTHBOUND, SOUTHBOUND, NORTHBOUND+SOUTHBOUND. Rows: 155TH %, 50TH %, 15TH %, 10 MPH PACE, % IN PACE, % OVER PACE, % UNDER PACE, ARITHMETIC MEAN, SAMPLE VARIANCE, STANDARD DEVIATION, VARIANCE OF THE MEAN, STD. ERROR OF THE MEAN.

DATE: 8/7/2024 TIME PERIOD : 2:58 PM TO 3:53 PM

LOCATION: Speed8 Moulton Pkwy from Calle Aragon to Via Iglesia.

DIST. (MI.)= 0.48
OF ACC.= 3

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
60	0	0	0
59	1	1	2
58	1	0	1
57	0	1	1
56	0	1	1
55	2	0	2
54	0	3	3
53	2	2	4
52	0	0	0
51	6	4	10
50	1	4	5
49	7	6	13
48	9	10	19
47	1	0	1
46	3	2	5
45	2	1	3
44	5	10	15
43	2	7	9
42	14	8	22
41	4	4	8
40	5	6	11
39	6	5	11
38	7	7	14
37	7	8	15
36	0	0	0
35	3	4	7
34	2	0	2
33	1	0	1
32	3	4	7
31	2	0	2
30	0	0	0
29	0	0	0
28	1	0	1
27	1	2	3
26	1	0	1
25	1	0	1
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

LIMITS (BTN): Speed8 Moulton Pkwy from Calle Aragon to Via Iglesia.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

ACCIDENT HISTORY: 3

ACCIDENT RATE: 0.17

EXPECTED RATE: 0.87

PROPOSED SPEED LIMIT: 45 MPH - NO CHANGE

ADT: 32,711

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: GOLF COURSE
RESIDENTIAL (NF)
BUSINESS
COMMERCIAL

OBSERVER: Vitalii Y.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH: (MI) 0.48

LANES PER DIRECTION: 3

STREET WIDTH (Ft.):

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
15TH %:	49.4	49.7	49.6
50TH %:	42.3	43.2	42.7
15TH %:	35.1	36.6	35.8
10 MPH PACE:	37 - 46	35 - 44	37 - 46
% IN PACE:	55%	59%	57%
% OVER PACE:	30%	35%	31%
% UNDER PACE:	15%	6%	13%
ARITHMETIC MEAN:	42.26	43.15	42.71
SAMPLE VARIANCE:	47.24	40.45	43.83
STANDARD DEVIATION:	6.87	6.36	6.62
VARIANCE OF THE MEAN:	0.47	0.40	0.22
STD. ERROR OF THE MEAN:	0.69	0.64	0.47

100 100 200

City of Laguna Woods

LOCATION: Speed9 Ridge Rte Dr from Moulton Pkwy to Peralta Dr.

DATE: 8/7/2024

TIME PERIOD : 11:15 AM TO 11:49 AM

DIST.(MI.)= 0.77

OF ACC.= 0

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65	0	0	0
64	0	0	0
63	0	0	0
62	0	1	1
61	0	0	0
60	0	0	0
59	0	1	1
58	0	0	0
57	1	1	2
56	1	4	5
55	0	1	1
54	2	2	4
53	1	2	3
52	2	6	8
51	2	2	4
50	5	1	6
49	6	1	7
48	6	5	11
47	5	5	10
46	7	7	14
45	7	8	15
44	8	6	14
43	6	7	13
42	12	11	23
41	5	5	10
40	5	3	8
39	3	5	8
38	4	7	11
37	3	3	6
36	6	1	7
35	1	1	2
34	0	3	3
33	1	1	2
32	2	0	2
31	0	0	0
30	0	1	1
29	0	1	1
28	1	0	1
27	0	0	0
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0

LIMITS (BTN): Speed9 Ridge Rte Dr from Moulton Pkwy to Peralta Dr.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

ACCIDENT HISTORY: 0

ACCIDENT RATE: 0.00

EXPECTED RATE: 0.61

PROPOSED SPEED LIMIT: 45 MPH - NO CHANGE

ADT: 6,185

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF) BUSINESS COMMERCIAL

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH (MI): 0.77

LANES PER DIRECTION: 1

STREET WIDTH (Ft.):

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
15TH %:	49.4	51.0	50.2
50TH %:	43.7	44.4	44.1
15TH %:	38.1	37.8	37.9
10 MPH PACE:	41 - 50	38 - 47	39 - 48
% IN PACE:	66%	63%	62%
% OVER PACE:	9%	26%	21%
% UNDER PACE:	25%	11%	18%
ARITHMETIC MEAN:	43.72	44.41	44.06
SAMPLE VARIANCE:	29.63	40.78	35.15
STANDARD DEVIATION:	5.44	6.39	5.93
VARIANCE OF THE MEAN:	0.29	0.40	0.17
STD. ERROR OF THE MEAN:	0.54	0.63	0.42

102 102 204

City of Laguna Woods

City of Laguna Woods

LOCATION: Speed10 Santa Maria Ave from San Remo Dr to Moulton Pkwy.

DATE: 8/7/2024

TIME PERIOD : 11:53 AM TO 12:13 PM

DATA ENTRY COLUMNS

DIST.(MI.)= 0.42

OF ACC.= 0

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	0	0	0
54	0	0	0
53	0	0	0
52	0	0	0
51	0	0	0
50	0	0	0
49	0	0	0
48	0	0	0
47	0	0	0
46	1	0	1
45	1	2	3
44	2	1	3
43	2	2	4
42	7	5	12
41	4	7	11
40	9	7	16
39	4	6	10
38	7	10	17
37	5	6	11
36	11	10	21
35	6	10	16
34	10	6	16
33	6	3	9
32	12	6	18
31	2	2	4
30	2	5	7
29	1	1	2
28	4	3	7
27	0	0	0
26	4	3	7
25	0	1	1
24	1	0	1
23	0	2	2
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

LIMITS (BTN): Speed10 Santa Maria Ave from San Remo Dr to Moulton Pkwy.

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

ACCIDENT HISTORY: 0

ACCIDENT RATE: 0.00

EXPECTED RATE: 0.64

PROPOSED SPEED LIMIT: 35 MPH

ADT: 8,236

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH (MI): 0.42

LANES PER DIRECTION: 2

STREET WIDTH (FT.):

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF) COMMERCIAL

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	40.6	41.4	41.0
50TH %:	35.7	36.1	35.9
15TH %:	30.8	30.8	30.8
10 MPH PACE:	32 - 41	32 - 41	32 - 41
% IN PACE:	73%	71%	72%
% OVER PACE:	13%	12%	12%
% UNDER PACE:	14%	17%	15%
ARITHMETIC MEAN:	35.73	36.08	35.91
SAMPLE VARIANCE:	22.28	25.93	24.01
STANDARD DEVIATION:	4.72	5.09	4.90
VARIANCE OF THE MEAN:	0.22	0.26	0.12
STD. ERROR OF THE MEAN:	0.47	0.51	0.35

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
101			
100			
201			

City of Laguna Woods

LOCATION: Speed11 Santa Maria Ave from Avenida Sosiega to Santa Vittoria Dr.

DATE: 8/7/2024 TIME PERIOD: 10:07 AM TO 11:10 AM

LIMITS (BTN): Speed11 Santa Maria Ave from Avenida Sosiega to Santa Vittoria Dr.

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

ACCIDENT HISTORY: 0

ACCIDENT RATE: 0.00

EXPECTED RATE: 0.64

PROPOSED SPEED LIMIT: 35 MPH

ADT: 5,468

OBSERVER: Vitalii Y.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH (MI): 0.14

LANES PER DIRECTION: 2

STREET WIDTH (Ft.):

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF)
COMMERCIAL
SCHOOL

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EB	WB	EB	WB
60				
59				
58				
57				
56				
55				
54				
53				
52				
51				
50				
49				
48				
47				
46				
45				
44				
43				
42				
41				
40				
39				
38				
37				
36				
35				
34				
33				
32				
31				
30				
29				
28				
27				
26				
25				
24				
23				
22				
21				
20				
19				
18				
17				
16				
15				
14				
13				
12				
11				
10				
50 51 101				

85TH %: 40.8 WESTBOUND: 42.7 EASTBOUND: 41.8 M.P.H.

50TH %: 36.0 WESTBOUND: 37.3 EASTBOUND: 36.7 M.P.H.

15TH %: 31.3 WESTBOUND: 31.9 EASTBOUND: 31.6 M.P.H.

10 MPH PACE: 35 - 44 WESTBOUND: 36 - 45 EASTBOUND: 35 - 44 M.P.H.

% IN PACE: 72% WESTBOUND: 69% EASTBOUND: 69% M.P.H.

% OVER PACE: 0% WESTBOUND: 4% EASTBOUND: 3% M.P.H.

% UNDER PACE: 28% WESTBOUND: 27% EASTBOUND: 28% M.P.H.

ARITHMETIC MEAN: 36.04 WESTBOUND: 37.33 EASTBOUND: 36.69 M.P.H.

SAMPLE VARIANCE: 21.26 WESTBOUND: 26.99 EASTBOUND: 24.33 M.P.H.

STANDARD DEVIATION: 4.61 WESTBOUND: 5.19 EASTBOUND: 4.93 M.P.H.

VARIANCE OF THE MEAN: 0.43 WESTBOUND: 0.53 EASTBOUND: 0.24 M.P.H.

STD. ERROR OF THE MEAN: 0.65 WESTBOUND: 0.73 EASTBOUND: 0.49 M.P.H.

Appendix E - Collision Summary Reports

Appendix E – Collision Summary Reports is available on the City’s website at the following link, or at or from City Hall:

<https://www.cityoflagunawoods.org/city-council-agendas-minutes-2024/>

Appendix F - Daily Traffic Counts

ADT1 El Toro Rd from Aliso Creek Rd to Calle Corta.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB		
0:00	14		10		12:00	141		147		
0:15	14		5		12:15	109		128		
0:30	9		8		12:30	106		138		
0:45	14	51	15	38	12:45	109	465	125	538	1003
1:00	5		7		13:00	93		128		
1:15	8		4		13:15	111		123		
1:30	2		2		13:30	126		134		
1:45	8	23	5	18	13:45	127	457	145	530	987
2:00	8		1		14:00	110		118		
2:15	4		4		14:15	131		128		
2:30	4		2		14:30	135		108		
2:45	5	21	3	10	14:45	125	501	113	467	968
3:00	3		6		15:00	120		118		
3:15	3		3		15:15	121		146		
3:30	2		1		15:30	111		122		
3:45	0	8	4	14	15:45	130	482	127	513	995
4:00	3		11		16:00	159		140		
4:15	8		8		16:15	144		151		
4:30	3		15		16:30	156		154		
4:45	8	22	16	50	16:45	138	597	139	584	1181
5:00	5		15		17:00	176		145		
5:15	8		30		17:15	150		166		
5:30	17		37		17:30	144		178		
5:45	10	40	47	129	17:45	162	632	147	626	1258
6:00	24		44		18:00	126		143		
6:15	15		45		18:15	132		126		
6:30	30		103		18:30	107		107		
6:45	34	103	104	296	18:45	96	461	111	487	948
7:00	40		99		19:00	79		82		
7:15	51		118		19:15	98		76		
7:30	76		155		19:30	85		71		
7:45	91	258	142	514	19:45	92	354	69	298	652
8:00	98		140		20:00	94		54		
8:15	92		138		20:15	89		43		
8:30	104		153		20:30	95		48		
8:45	96	390	132	563	20:45	82	360	55	200	560
9:00	102		147		21:00	78		59		
9:15	89		125		21:15	66		50		
9:30	108		140		21:30	62		44		
9:45	107	406	115	527	21:45	54	260	41	194	454
10:00	101		138		22:00	65		28		
10:15	93		154		22:15	59		30		
10:30	91		130		22:30	62		36		
10:45	97	382	97	519	22:45	94	280	25	119	399
11:00	98		129		23:00	56		11		
11:15	104		142		23:15	41		18		
11:30	102		134		23:30	29		11		
11:45	100	404	135	540	23:45	19	145	19	59	204
Total Vol.	2108		3218		5326		4994	4615		9609
							Daily Totals			
							NB	SB		Combined
							7102	7833		14935
	AM					PM				
Split %	39.6%		60.4%		35.7%		52.0%	48.0%		64.3%
Peak Hour	11:45		7:30		11:15		17:00	17:00		17:00
Volume	456		575		1005		632	626		1258
P.H.F.	0.81		0.93		0.87		0.87	0.88		0.98

ADT2 El Toro Rd from Tanager Ln to Canyon Wren Ln.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB			
0:00	13		10		12:00	122		163			
0:15	13		8		12:15	123		132			
0:30	8		8		12:30	110		147			
0:45	15	49	13	39	88	12:45	109	464	141	583	1047
1:00	5		8		13:00	117		134			
1:15	6		2		13:15	119		131			
1:30	2		2		13:30	124		130			
1:45	7	20	6	18	38	13:45	139	499	132	527	1026
2:00	7		2		14:00	109		130			
2:15	6		4		14:15	148		135			
2:30	4		2		14:30	130		116			
2:45	3	20	2	10	30	14:45	139	526	132	513	1039
3:00	2		6		15:00	121		132			
3:15	2		1		15:15	126		154			
3:30	5		0		15:30	128		148			
3:45	1	10	4	11	21	15:45	122	497	130	564	1061
4:00	3		9		16:00	131		147			
4:15	10		7		16:15	146		169			
4:30	4		10		16:30	146		159			
4:45	8	25	11	37	62	16:45	131	554	169	644	1198
5:00	6		8		17:00	151		165			
5:15	9		21		17:15	135		198			
5:30	16		30		17:30	144		210			
5:45	12	43	36	95	138	17:45	124	554	166	739	1293
6:00	25		27		18:00	120		180			
6:15	16		31		18:15	95		147			
6:30	40		77		18:30	94		127			
6:45	38	119	79	214	333	18:45	78	387	112	566	953
7:00	54		80		19:00	83		109			
7:15	62		97		19:15	96		88			
7:30	104		114		19:30	72		87			
7:45	102	322	114	405	727	19:45	87	338	78	362	700
8:00	116		121		20:00	74		61			
8:15	121		115		20:15	88		58			
8:30	126		132		20:30	89		57			
8:45	115	478	106	474	952	20:45	85	336	64	240	576
9:00	114		120		21:00	109		65			
9:15	100		119		21:15	55		51			
9:30	123		118		21:30	70		39			
9:45	136	473	107	464	937	21:45	53	287	46	201	488
10:00	123		135		22:00	50		31			
10:15	107		140		22:15	63		36			
10:30	120		127		22:30	46		32			
10:45	102	452	114	516	968	22:45	88	247	25	124	371
11:00	106		129		23:00	57		19			
11:15	126		145		23:15	38		19			
11:30	111		138		23:30	23		16			
11:45	123	466	141	553	1019	23:45	21	139	17	71	210
Total Vol.	2477	2836	5313			4828	5134	9962			
									Daily Totals		
						NB	SB			Combined	
						7305	7970			15275	
					AM		PM				
Split %	46.6%	53.4%	34.8%			48.5%	51.5%	65.2%			
Peak Hour	9:30	11:15	11:15			16:15	17:15	16:45			
Volume	489	587	1069			574	754	1303			
P.H.F.	0.90	0.90	0.94			0.95	0.90	0.92			

ADT3 El Toro Rd from Town Centre to Moulton Pkwy.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB		PM Period	EB	WB	
0:00	14	14		12:00	265	282	
0:15	13	12		12:15	260	264	
0:30	11	11		12:30	247	291	
0:45	17	55	16 53	108	12:45	236	1008 281 1118 2126
1:00	11	13		13:00	239	272	
1:15	9	6		13:15	217	286	
1:30	3	5		13:30	263	232	
1:45	9	32	10 34	66	13:45	241	960 256 1046 2006
2:00	11	7		14:00	232	265	
2:15	6	8		14:15	276	261	
2:30	7	2		14:30	277	280	
2:45	7	31	6 23	54	14:45	289	1074 260 1066 2140
3:00	3	7		15:00	268	286	
3:15	5	5		15:15	247	282	
3:30	8	1		15:30	296	227	
3:45	3	19	12 25	44	15:45	235	1046 252 1047 2093
4:00	4	4		16:00	312	275	
4:15	10	9		16:15	251	272	
4:30	15	21		16:30	303	271	
4:45	16	45	31 65	110	16:45	238	1104 253 1071 2175
5:00	16	24		17:00	309	302	
5:15	15	38		17:15	237	299	
5:30	39	55		17:30	246	285	
5:45	41	111	72 189	300	17:45	240	1032 278 1164 2196
6:00	48	55		18:00	209	220	
6:15	44	66		18:15	208	212	
6:30	85	116		18:30	158	213	
6:45	100	277	152 389	666	18:45	167	742 176 821 1563
7:00	100	146		19:00	147	169	
7:15	102	168		19:15	144	168	
7:30	157	192		19:30	125	139	
7:45	154	513	249 755	1268	19:45	124	540 124 600 1140
8:00	179	197		20:00	142	138	
8:15	220	187		20:15	112	110	
8:30	212	234		20:30	130	97	
8:45	218	829	254 872	1701	20:45	122	506 125 470 976
9:00	230	251		21:00	145	97	
9:15	211	228		21:15	94	83	
9:30	246	242		21:30	92	67	
9:45	249	936	251 972	1908	21:45	67	398 74 321 719
10:00	239	252		22:00	67	63	
10:15	223	271		22:15	68	60	
10:30	236	239		22:30	68	44	
10:45	228	926	247 1009	1935	22:45	100	303 34 201 504
11:00	257	281		23:00	73	36	
11:15	258	243		23:15	43	26	
11:30	258	287		23:30	28	26	
11:45	257	1030	259 1070	2100	23:45	24	168 22 110 278
Total Vol.	4804	5456		10260	8881	9035	17916
							Daily Totals
					EB	WB	Combined
					13685	14491	28176
			AM				PM
Split %	46.8%	53.2%	36.4%		49.6%	50.4%	63.6%
Peak Hour	11:30	11:45	11:30		14:15	17:00	16:30
Volume	1040	1096	2132		1110	1164	2212
P.H.F.	0.98	0.94	0.97		0.98	0.96	0.91

ADT4 El Toro Rd from Moulton Pkwy to Avenida Sevilla.

Prepared by AimTD LLC tel. 714 253 7888

AM Period		EB		WB		PM Period		EB		WB		
0:00		13		24		12:00		293		266		
0:15		12		14		12:15		270		278		
0:30		16		24		12:30		295		294		
0:45		19	60	17	79	139	12:45	271	1129	270	1108	
<hr/>												
1:00		6		11		13:00		276		243		
1:15		13		10		13:15		259		260		
1:30		8		6		13:30		264		279		
1:45		10	37	13	40	77	13:45	257	1056	251	1033	
<hr/>												
2:00		8		13		14:00		266		266		
2:15		10		10		14:15		250		278		
2:30		5		8		14:30		276		286		
2:45		6	29	7	38	67	14:45	237	1029	287	1117	
<hr/>												
3:00		7		8		15:00		301		263		
3:15		4		4		15:15		259		284		
3:30		1		5		15:30		248		292		
3:45		14	26	9	26	52	15:45	209	1017	276	1115	
<hr/>												
4:00		11		11		16:00		249		300		
4:15		18		10		16:15		254		301		
4:30		27		15		16:30		256		317		
4:45		38	94	20	56	150	16:45	257	1016	263	1181	
<hr/>												
5:00		37		30		17:00		274		314		
5:15		54		19		17:15		257		256		
5:30		66		39		17:30		279		251		
5:45		108	265	42	130	395	17:45	221	1031	255	1076	
<hr/>												
6:00		69		60		18:00		216		224		
6:15		96		70		18:15		227		220		
6:30		154		83		18:30		164		213		
6:45		162	481	118	331	812	18:45	200	807	202	859	
<hr/>												
7:00		161		119		19:00		170		188		
7:15		185		112		19:15		169		178		
7:30		189		162		19:30		145		162		
7:45		249	784	191	584	1368	19:45	162	646	155	683	
<hr/>												
8:00		213		173		20:00		143		170		
8:15		219		217		20:15		138		137		
8:30		251		252		20:30		104		141		
8:45		281	964	245	887	1851	20:45	122	507	118	566	
<hr/>												
9:00		277		234		21:00		101		151		
9:15		261		222		21:15		83		119		
9:30		250		256		21:30		90		106		
9:45		260	1048	270	982	2030	21:45	74	348	96	472	
<hr/>												
10:00		266		262		22:00		73		73		
10:15		258		242		22:15		54		85		
10:30		280		243		22:30		56		68		
10:45		249	1053	255	1002	2055	22:45	51	234	107	333	
<hr/>												
11:00		296		270		23:00		47		82		
11:15		255		293		23:15		35		53		
11:30		312		259		23:30		35		49		
11:45		263	1126	302	1124	2250	23:45	34	151	33	217	
<hr/>												
Total Vol.		5967		5279		11246		8971		9760		18731
<hr/>												
Daily Totals												
								EB	WB			Combined
								14938	15039			29977
<hr/>												
AM						PM						
Split %	53.1%	46.9%				37.5%		47.9%	52.1%			62.5%
Peak Hour	11:30	11:45				11:45		12:00	16:15			12:00
Volume	1138	1140				2261		1129	1195			2237
P.H.F.	0.91	0.94				0.96		0.98	0.94			0.95

ADT5 El Toro Rd from Avenida Sevilla to Paseo De Valencia.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	22	24	12:00	267	274	
0:15	14	13	12:15	248	253	
0:30	24	16	12:30	261	271	
0:45	16	76	12:45	242	1018	2092
1:00	12	8	13:00	249	248	
1:15	9	11	13:15	235	255	
1:30	7	8	13:30	246	267	
1:45	13	41	13:45	289	1019	2012
2:00	13	9	14:00	269	264	
2:15	8	10	14:15	260	247	
2:30	9	5	14:30	312	264	
2:45	7	37	14:45	254	1095	2122
3:00	9	9	15:00	236	268	
3:15	4	6	15:15	238	257	
3:30	12	4	15:30	293	233	
3:45	15	40	15:45	243	1010	2003
4:00	17	7	16:00	305	219	
4:15	16	20	16:15	257	252	
4:30	26	25	16:30	307	228	
4:45	24	83	16:45	240	1109	2079
5:00	39	40	17:00	259	251	
5:15	32	51	17:15	252	261	
5:30	55	61	17:30	218	256	
5:45	60	186	17:45	239	968	1978
6:00	74	68	18:00	199	197	
6:15	87	87	18:15	204	212	
6:30	127	136	18:30	196	189	
6:45	121	409	18:45	185	784	1577
7:00	134	144	19:00	193	186	
7:15	132	169	19:15	170	169	
7:30	158	170	19:30	146	167	
7:45	209	633	19:45	137	646	1327
8:00	160	177	20:00	135	150	
8:15	226	209	20:15	152	141	
8:30	244	224	20:30	137	141	
8:45	233	863	20:45	113	537	1102
9:00	242	238	21:00	122	125	
9:15	204	230	21:15	122	83	
9:30	297	222	21:30	101	90	
9:45	248	991	21:45	94	439	819
10:00	239	233	22:00	85	77	
10:15	272	244	22:15	93	63	
10:30	234	231	22:30	69	66	
10:45	268	1013	22:45	97	344	603
11:00	249	240	23:00	79	52	
11:15	263	259	23:15	49	43	
11:30	257	264	23:30	41	40	
11:45	283	1052	23:45	37	206	382
Total Vol.	5424	5414	10838	9175	8921	18096
				Daily Totals		Combined
				EB	WB	
				14599	14335	28934
	AM			PM		
Split %	50.0%	50.0%	37.5%	50.7%	49.3%	62.5%
Peak Hour	11:15	11:45	11:15	13:45	12:00	13:45
Volume	1070	1062	2131	1130	1074	2128
P.H.F.	0.95	0.97	0.97	0.93	0.97	0.92

ADT7 Moulton Pkwy from Via Iglesia to El Toro Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB		
0:00	26		18		12:00	233		215		
0:15	27		19		12:15	248		252		
0:30	19		20		12:30	253		256		
0:45	18	90	14	71	12:45	261	995	314	1037	2032
1:00	14		10		13:00	207		233		
1:15	8		8		13:15	254		254		
1:30	10		5		13:30	268		250		
1:45	8	40	10	33	13:45	238	967	272	1009	1976
2:00	11		8		14:00	253		290		
2:15	3		1		14:15	245		248		
2:30	5		11		14:30	273		305		
2:45	8	27	5	25	14:45	296	1067	255	1098	2165
3:00	7		4		15:00	314		255		
3:15	10		7		15:15	276		278		
3:30	6		9		15:30	324		275		
3:45	10	33	13	33	15:45	343	1257	281	1089	2346
4:00	16		19		16:00	369		270		
4:15	24		17		16:15	423		265		
4:30	20		24		16:30	419		270		
4:45	32	92	40	100	16:45	441	1652	266	1071	2723
5:00	23		32		17:00	465		293		
5:15	39		47		17:15	503		255		
5:30	45		48		17:30	487		269		
5:45	52	159	80	207	17:45	384	1839	225	1042	2881
6:00	50		82		18:00	353		218		
6:15	62		106		18:15	318		234		
6:30	87		146		18:30	277		204		
6:45	94	293	189	523	18:45	251	1199	185	841	2040
7:00	107		224		19:00	206		218		
7:15	138		262		19:15	183		141		
7:30	138		364		19:30	176		119		
7:45	194	577	425	1275	19:45	188	753	128	606	1359
8:00	198		396		20:00	154		117		
8:15	222		411		20:15	165		92		
8:30	216		419		20:30	148		105		
8:45	188	824	401	1627	20:45	114	581	97	411	992
9:00	169		289		21:00	138		69		
9:15	178		326		21:15	102		98		
9:30	158		288		21:30	118		83		
9:45	219	724	294	1197	21:45	98	456	71	321	777
10:00	165		264		22:00	85		67		
10:15	200		242		22:15	76		58		
10:30	249		252		22:30	63		55		
10:45	208	822	286	1044	22:45	74	298	45	225	523
11:00	190		248		23:00	54		36		
11:15	221		265		23:15	53		34		
11:30	228		262		23:30	32		37		
11:45	210	849	300	1075	23:45	50	189	34	141	330
Total Vol.	4530		7210		11740			11253	8891	20144
								Daily Totals		
								NB	SB	Combined
								15783	16101	31884
								AM		
Split %	38.6%		61.4%		36.8%			PM		63.2%
Peak Hour	11:45		7:45		7:45			16:45	13:45	16:45
Volume	944		1651		2481			1896	1115	2979
P.H.F.	0.93		0.97		0.98			0.95	0.91	0.98

ADT8 Moulton Pkwy from Calle Aragon to Via Iglesia.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	25	24	12:00	216	248	
0:15	22	16	12:15	260	282	
0:30	17	18	12:30	234	325	
0:45	15	79	14	72	151	12:45 259 969 331 1186 2155
1:00	12	9	13:00	213	291	
1:15	9	9	13:15	241	260	
1:30	6	4	13:30	251	268	
1:45	6	33	9	31	64	13:45 254 959 295 1114 2073
2:00	10	9	14:00	241	334	
2:15	3	1	14:15	219	293	
2:30	3	12	14:30	288	310	
2:45	9	25	6	28	53	14:45 258 1006 289 1226 2232
3:00	7	4	15:00	320	274	
3:15	13	5	15:15	292	319	
3:30	7	8	15:30	311	286	
3:45	12	39	8	25	64	15:45 348 1271 301 1180 2451
4:00	15	14	16:00	353	300	
4:15	23	11	16:15	392	279	
4:30	23	23	16:30	448	301	
4:45	35	96	30	78	174	16:45 420 1613 278 1158 2771
5:00	28	30	17:00	477	312	
5:15	39	42	17:15	482	275	
5:30	49	43	17:30	491	295	
5:45	55	171	62	177	348	17:45 386 1836 251 1133 2969
6:00	56	70	18:00	318	231	
6:15	67	85	18:15	345	238	
6:30	90	137	18:30	270	207	
6:45	92	305	165	457	762	18:45 248 1181 187 863 2044
7:00	100	211	19:00	199	240	
7:15	150	241	19:15	184	144	
7:30	155	371	19:30	175	119	
7:45	199	604	463	1286	1890	19:45 182 740 139 642 1382
8:00	197	361	20:00	148	124	
8:15	229	437	20:15	164	104	
8:30	209	424	20:30	137	141	
8:45	212	847	431	1653	2500	20:45 117 566 116 485 1051
9:00	176	299	21:00	120	85	
9:15	181	348	21:15	109	102	
9:30	174	298	21:30	100	79	
9:45	210	741	318	1263	2004	21:45 73 402 76 342 744
10:00	177	281	22:00	81	74	
10:15	189	254	22:15	69	70	
10:30	255	263	22:30	63	60	
10:45	202	823	312	1110	1933	22:45 67 280 53 257 537
11:00	199	285	23:00	50	40	
11:15	227	294	23:15	44	32	
11:30	212	309	23:30	20	40	
11:45	214	852	314	1202	2054	23:45 47 161 32 144 305
Total Vol.	4615	7382	11997	10984	9730	20714
						Daily Totals
						NB SB
						15599 17112
						32711
AM			PM			
Split %	38.5%	61.5%	36.7%	53.0%	47.0%	63.3%
Peak Hour	11:45	7:45	7:45	16:45	13:45	16:45
Volume	924	1685	2519	1870	1232	3030
P.H.F.	0.89	0.91	0.95	0.97	0.92	0.96

ADT9 Ridge Rte Dr from Moulton Pkwy to Peralta Dr.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB			
0:00	3		9		12:00	66		70			
0:15	2		3		12:15	44		59			
0:30	3		1		12:30	62		47			
0:45	1	9	2	15	24	12:45	58	230	55	231	461
1:00	1		1		13:00	60		54			
1:15	1		0		13:15	53		55			
1:30	1		1		13:30	67		46			
1:45	1	4	1	3	7	13:45	55	235	67	222	457
2:00	1		1		14:00	70		43			
2:15	1		1		14:15	52		54			
2:30	6		1		14:30	63		54			
2:45	0	8	1	4	12	14:45	53	238	44	195	433
3:00	1		0		15:00	55		55			
3:15	0		1		15:15	51		45			
3:30	2		0		15:30	72		50			
3:45	0	3	4	5	8	15:45	54	232	57	207	439
4:00	1		2		16:00	65		65			
4:15	4		2		16:15	61		67			
4:30	3		2		16:30	53		67			
4:45	10	18	2	8	26	16:45	58	237	68	267	504
5:00	5		7		17:00	74		85			
5:15	6		4		17:15	58		68			
5:30	11		4		17:30	46		69			
5:45	13	35	14	29	64	17:45	55	233	56	278	511
6:00	15		17		18:00	42		56			
6:15	17		22		18:15	43		43			
6:30	25		29		18:30	33		35			
6:45	23	80	20	88	168	18:45	29	147	50	184	331
7:00	30		30		19:00	25		34			
7:15	37		34		19:15	29		26			
7:30	59		44		19:30	26		40			
7:45	55	181	42	150	331	19:45	28	108	31	131	239
8:00	68		51		20:00	33		19			
8:15	57		51		20:15	20		24			
8:30	56		58		20:30	19		26			
8:45	58	239	45	205	444	20:45	14	86	17	86	172
9:00	63		44		21:00	18		21			
9:15	41		59		21:15	12		18			
9:30	84		58		21:30	19		17			
9:45	64	252	41	202	454	21:45	8	57	12	68	125
10:00	46		47		22:00	15		14			
10:15	60		54		22:15	11		8			
10:30	55		45		22:30	10		12			
10:45	58	219	45	191	410	22:45	7	43	10	44	87
11:00	52		42		23:00	6		11			
11:15	61		52		23:15	5		4			
11:30	56		57		23:30	2		13			
11:45	53	222	59	210	432	23:45	3	16	2	30	46
Total Vol.	1270		1110		2380		1862		1943		3805
										Daily Totals	
							EB	WB			Combined
							3132	3053			6185
										AM	
										PM	
Split %	53.4%		46.6%		38.5%		48.9%		51.1%		61.5%
Peak Hour	9:30		11:30		11:15		15:30		16:45		16:15
Volume	254		245		474		252		290		533
P.H.F.	0.76		0.88		0.87		0.89		0.85		0.84

ADT10 Santa Maria Ave from San Remo Dr to Moulton Pkwy.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	4	5	12:00	84	87	
0:15	1	4	12:15	87	107	
0:30	5	2	12:30	100	73	
0:45	1 11	3 14	12:45	83 354	89 356	710
1:00	2	3	13:00	83	103	
1:15	1	2	13:15	75	80	
1:30	0	1	13:30	86	81	
1:45	3 6	4 10	13:45	72 316	84 348	664
2:00	0	1	14:00	61	99	
2:15	0	1	14:15	76	76	
2:30	1	4	14:30	65	77	
2:45	3 4	2 8	14:45	84 286	84 336	622
3:00	1	2	15:00	74	83	
3:15	0	1	15:15	58	89	
3:30	2	2	15:30	69	91	
3:45	3 6	1 6	15:45	74 275	76 339	614
4:00	2	1	16:00	71	98	
4:15	3	2	16:15	76	68	
4:30	4	2	16:30	50	60	
4:45	3 12	2 7	16:45	48 245	77 303	548
5:00	12	4	17:00	69	78	
5:15	8	3	17:15	53	78	
5:30	9	4	17:30	71	77	
5:45	7 36	5 16	17:45	66 259	82 315	574
6:00	13	13	18:00	59	59	
6:15	20	7	18:15	49	80	
6:30	25	13	18:30	46	65	
6:45	38 96	19 52	18:45	37 191	57 261	452
7:00	39	29	19:00	46	50	
7:15	42	36	19:15	39	55	
7:30	44	37	19:30	22	71	
7:45	81 206	42 144	19:45	37 144	59 235	379
8:00	68	40	20:00	34	59	
8:15	64	54	20:15	30	48	
8:30	86	51	20:30	29	46	
8:45	118 336	58 203	20:45	22 115	38 191	306
9:00	68	56	21:00	28	32	
9:15	68	59	21:15	13	32	
9:30	75	69	21:30	12	25	
9:45	79 290	64 248	21:45	11 64	17 106	170
10:00	79	83	22:00	7	31	
10:15	90	67	22:15	10	14	
10:30	92	70	22:30	6	19	
10:45	79 340	64 284	22:45	7 30	11 75	105
11:00	91	87	23:00	5	9	
11:15	101	83	23:15	3	11	
11:30	76	71	23:30	2	8	
11:45	110 378	84 325	23:45	4 14	12 40	54
Total Vol.	1721	1317	3038	2293	2905	5198
				Daily Totals		Combined
				EB	WB	
				4014	4222	8236
		AM		PM		
Split %	56.6%	43.4%	36.9%	44.1%	55.9%	63.1%
Peak Hour	11:45	11:45	11:45	12:00	12:15	12:15
Volume	381	351	732	354	372	725
P.H.F.	0.87	0.82	0.94	0.93	0.87	0.93

ADT11 Santa Maria Ave from Avenida Sosiega to Santa Vittoria Dr.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB		PM Period	EB	WB	
0:00	2	3		12:00	63	57	
0:15	0	1		12:15	76	59	
0:30	1	2		12:30	83	64	
0:45	1	4	1 7	11	12:45	79	301 64 244
1:00	1	0		13:00	59	52	
1:15	1	1		13:15	59	66	
1:30	0	1		13:30	62	62	
1:45	3	5	2 4	9	13:45	35	215 48 228
2:00	1	0		14:00	51	68	
2:15	0	1		14:15	58	47	
2:30	1	0		14:30	49	50	
2:45	0	2	1 2	4	14:45	51	209 59 224
3:00	0	1		15:00	68	54	
3:15	0	0		15:15	51	57	
3:30	0	2		15:30	50	69	
3:45	4	4	3 6	10	15:45	56	225 44 224
4:00	2	1		16:00	59	59	
4:15	1	1		16:15	62	55	
4:30	2	0		16:30	43	31	
4:45	4	9	2 4	13	16:45	46	210 47 192
5:00	10	4		17:00	47	39	
5:15	6	1		17:15	51	53	
5:30	4	2		17:30	36	43	
5:45	7	27	8 15	42	17:45	37	171 47 182
6:00	12	5		18:00	35	36	
6:15	16	6		18:15	28	33	
6:30	23	15		18:30	29	28	
6:45	26	77	20 46	123	18:45	21	113 34 131
7:00	32	20		19:00	30	24	
7:15	27	24		19:15	20	26	
7:30	40	26		19:30	10	36	
7:45	57	156	33 103	259	19:45	21	81 35 121
8:00	52	36		20:00	28	29	
8:15	45	44		20:15	20	25	
8:30	72	30		20:30	13	18	
8:45	78	247	41 151	398	20:45	15	76 16 88
9:00	54	42		21:00	35	23	
9:15	55	36		21:15	10	15	
9:30	67	45		21:30	6	9	
9:45	57	233	44 167	400	21:45	8	59 6 53
10:00	69	52		22:00	3	15	
10:15	58	39		22:15	6	5	
10:30	77	50		22:30	2	5	
10:45	68	272	49 190	462	22:45	1	12 5 30
11:00	72	56		23:00	4	6	
11:15	78	59		23:15	3	2	
11:30	56	57		23:30	1	4	
11:45	63	269	60 232	501	23:45	1	9 6 18
Total Vol.	1305	927		2232	1681	1735	3416
							Daily Totals
					EB	WB	Combined
					2986	2662	5648
							AM
Split %	58.5%	41.5%		39.5%	49.2%	50.8%	PM
Peak Hour	10:30	11:45		11:45	12:00	12:30	12:00
Volume	295	240		525	301	246	545
P.H.F.	0.95	0.94		0.89	0.92	0.93	0.93

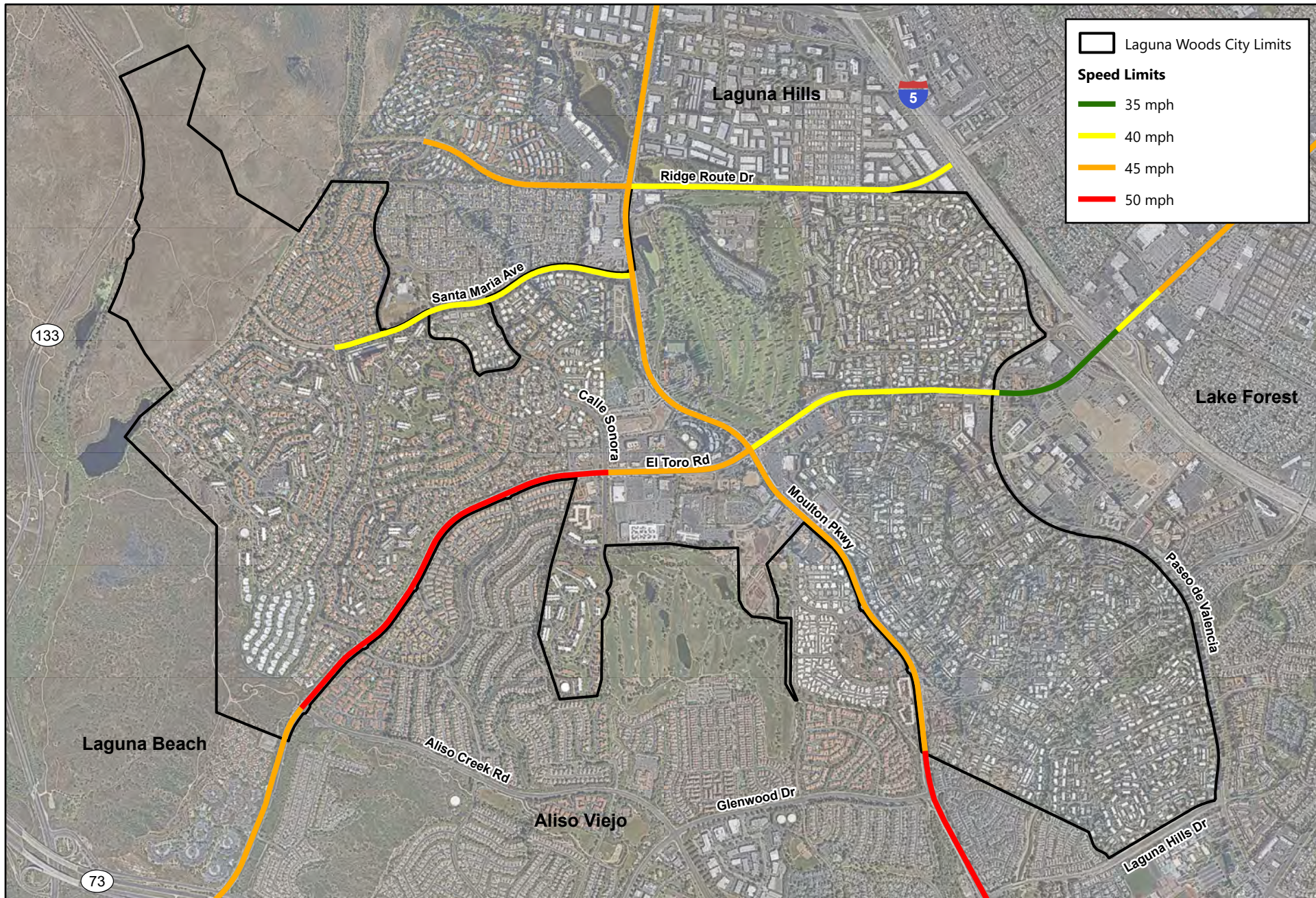
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ITEM 8.2

Attachment C

Existing Speed Limits Map

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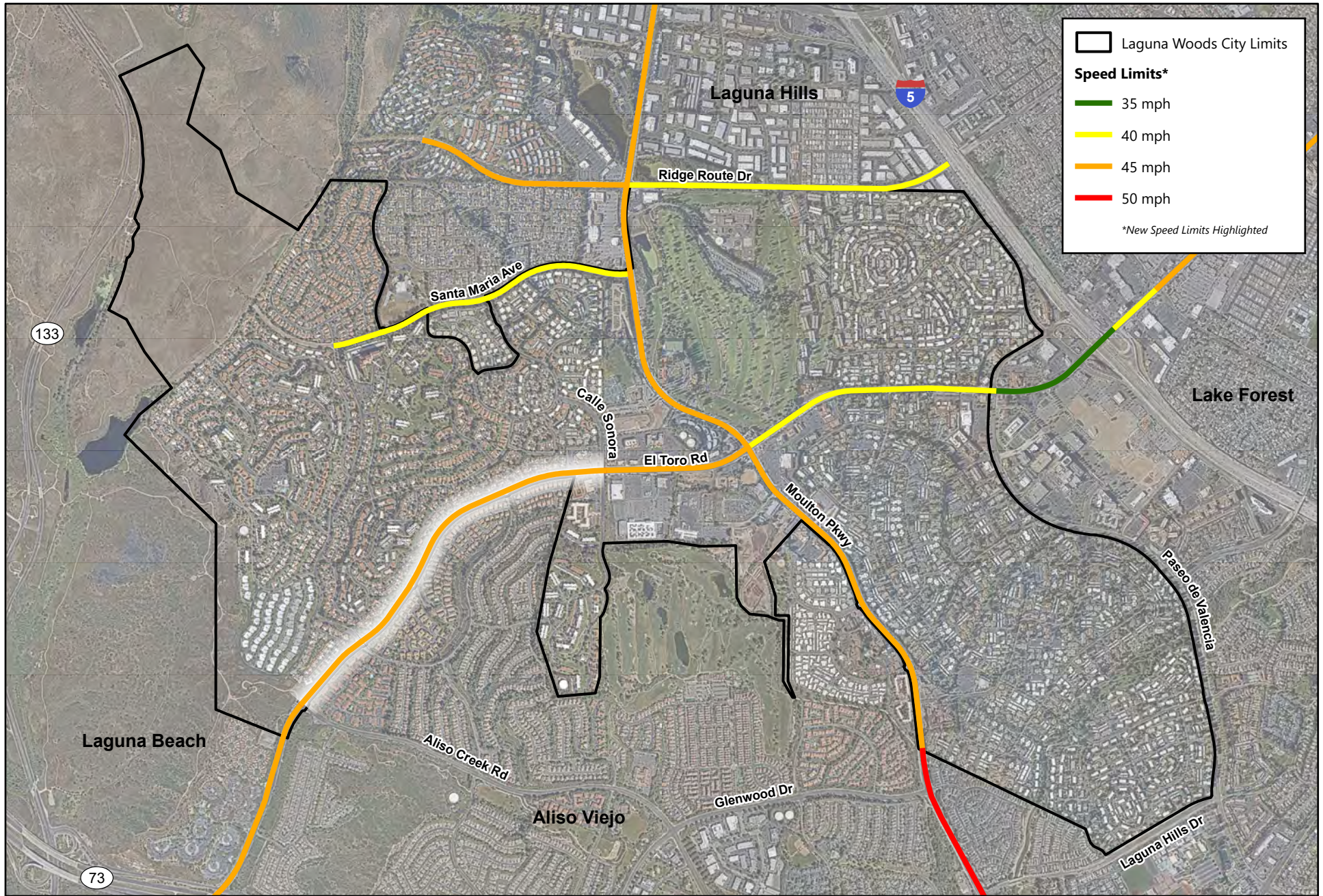
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ITEM 8.2

Attachment D

Proposed Speed Limits Map

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City of Laguna Woods



0 1,000 2,000 Feet

Source: Nearmap, City of Laguna Woods

Proposed Speed Limits

October 2, 2024 Engineering & Traffic Survey

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9.1
FISCAL YEARS 2023-34 CAPITAL
IMPROVEMENT PROGRAM

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: October 14, 2024 Adjourned Regular Meeting

SUBJECT: Fiscal Years 2023-34 Capital Improvement Program

Recommendation

1. Receive and file a quarterly report on the status of the Fiscal Years 2023-34 Capital Improvement Program and potential amendments thereof.

AND

2. Provide input to the City Manager on potential amendments of the Fiscal Years 2023-34 Capital Improvement Program.

Background

In accordance with Administrative Policy 2.9, and in order to assist with the long-term development of funding for major capital improvement projects on public property, the City Council adopts an 11-year Capital Improvement Program (“CIP”) as a part of each two-year budget. At each fiscal year intervening two-year budget adoptions, the City Council adopts an amended CIP for the same 11-year period in order to remain eligible to receive Measure M2 (OC Go) funds.

The City uses Measure M2 (OC Go) funds to support the maintenance, operation, and construction of roads and right-of-way.

The current CIP was adopted by the City Council on June 28, 2023 for an 11-year period spanning Fiscal Year 2023-24 through Fiscal Year 2033-34. The City Council most recently amended the CIP on May 15, 2024.

Discussion

Today’s meeting is an opportunity for City Council action, as well as public input, on matters concerning the Fiscal Years 2023-34 CIP.

Staff will provide a quarterly report on the status of the Fiscal Years 2023-34 CIP. The report will highlight progress toward the completion of CIP projects, as well as opportunities, needs, and challenges related to capital improvements.

CIP Projects – Construction Contract Awarded

El Toro Road and Moulton Parkway Water Quality Improvement Project: Phase 2

CIP Projects – Construction Contract Proposed

City Hall Refurbishment and Safety Project: Phase 4

Ridge Route Drive Drainage Repair Project

CIP Projects – Competitive Bidding Underway

Pavement Management Plan Project (Westbound El Toro Road between Calle Corta and City Limits)

CIP Projects – Design Underway

Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8

City Hall Complex Parking Lot Improvement Project

Woods End Wilderness Preserve Trail Drainage and Improvement Project

POTENTIAL: Circulation Improvement Project – Fiscal Year 2024-25

CIP Projects – Pre-Design Underway

City Hall Refurbishment and Safety Project: Phase 5

Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 9

CIP Projects – Pending Grant Agreement

Paseo de Valencia - Moulton Parkway Confluence Bypass Corridor Project

CIP Projects – Completed in Fiscal Years 2023-25

Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phases 6 and 6B

Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 7

City Hall Electric Vehicle Charging Infrastructure Project

City Hall/Public Library Project

El Toro Road and Moulton Parkway Water Quality Improvement Project: Phase 1

El Toro Road Medians Improvement Project (El Toro Road between Moulton Parkway and Calle Sonora)

Pavement Management Plan Project (Westbound El Toro Road between Canyon Wren and Tanager)

Fiscal Impact

This quarterly report is informational only.

Report Prepared With: April Baumgarten, Public Works Administrator