



AGENDA

Tuesday, August 16, 2022

5:00 P.M. Closed Session

6:30 P.M. Open Session

REGULAR MEETING

**CITY COUNCIL, AIRPORT COMMISSION,
MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE
COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER
MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER
SUSTAINABILITY AGENCY**

Council Chambers
211 Hillcrest Avenue
Marina, California

Zoom Meeting URL: <https://zoom.us/j/730251556>

Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

In accordance with California Government Code §54953(e)(1)(A) and (C) and the Proclamation of a State of Emergency issued by Governor Newsom on March 4, 2020, under the provisions of Government Code §8625 related to the COVID-19 (coronavirus) pandemic, consistent with recommendations by State and local health officials regarding social distancing and in order to prevent an imminent risk to the health and safety of attendees as determined in Resolution 2022-94, public participation in City of Marina City Council public meetings shall be electronic only and without a physical location for public participation until the earlier of May 31, 2022, or such time as the City Council may adopt a resolution in accordance with Government Code §54953(e)(3). This meeting is being broadcast “live” on Access Media Productions (AMP) Community Television Cable 25 and on the City of Marina Channel and on the internet at <https://accessmediaproductions.org/>

PARTICIPATION

You may participate in the City Council meeting in real-time by calling Zoom Meeting via the weblink and phone number provided at the top of this agenda. Instructions on how to access, view and participate in remote meetings are provided by visiting the City’s home page at <https://cityofmarina.org/>. Attendees can make oral comments during the meeting by using the “Raise Your Hand” feature in the webinar or by pressing *9 on your telephone keypad if joining by phone only. If you are unable to participate in real-time, you may email to marina@cityofmarina.org with the subject line “Public Comment Item#___” (insert the item number relevant to your comment) or “Public Comment – Non Agenda Item.” Comments will be reviewed and distributed before the meeting if received by 5:00 p.m. on the day of the meeting. All comments received will become part of the record. Council will have the option to modify their action on items based on comments received.

AGENDA MATERIALS

Agenda materials, staff reports and background information related to regular agenda items are available on the City of Marina’s website www.cityofmarina.org. Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet will be made available on the City of Marina website www.cityofmarina.org subject to City staff’s ability to post the documents before the meeting

VISION STATEMENT

Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. **(Resolution No. 2006-112 - May 2, 2006)**

MISSION STATEMENT

The City Council will provide the leadership in protecting Marina's natural setting while developing the City in a way that provides a balance of housing, jobs and business opportunities that will result in a community characterized by a desirable quality of life, including recreation and cultural opportunities, a safe environment and an economic viability that supports a high level of municipal services and infrastructure. **(Resolution No. 2006-112 - May 2, 2006)**

1. **CALL TO ORDER**



2. **ROLL CALL & ESTABLISHMENT OF QUORUM:** (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

Cristina Medina Dirksen, David Burnett, Lisa Berkley, Mayor Pro-Tem/Vice Chair Kathy Biala, Mayor/Chair Bruce C. Delgado

3. **CLOSED SESSION:** *As permitted by Government Code Section 54956 et seq., the (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency) may adjourn to a Closed or Executive Session to consider specific matters dealing with litigation, certain personnel matters, property negotiations or to confer with the City's Meyers-Milias-Brown Act representative.*

a. Labor Negotiations

- i. Marina Employee Association
- ii. Marina Professional Fire Fighters Association

c. Real Property Negotiation

- i. Property: Commercial property at southeast corner of Del Monte Blvd. and Palm Avenue (APN 032-303-038) and residential property at Hayes Circle and 3rd Avenue (APN 032-303-039, a portion)
Negotiating Party: George Powell
Negotiator(s): City Manager
Terms: Price and Terms

- b. Performance Evaluation of Public Employee, Unrepresented Employee (CA Govt. Code Section 54957(b)(1) – City Manager

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

4. **MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE** (Please stand)

5. **SPECIAL PRESENTATIONS:**

6. SPECIAL ANNOUNCEMENTS AND COMMUNICATIONS FROM THE FLOOR: Any member of the Public or the City Council may make an announcement of special events or meetings of interest as information to Council and Public. Any member of the public may comment on any matter within the City Council's jurisdiction which is not on the agenda. Please state your name for the record. Action will not be taken on an item that is not on the agenda. If it requires action, it will be referred to staff and/or placed on a future agenda. City Council members or City staff may briefly respond to statements made or questions posed as permitted by Government Code Section 54954.2. In order that all interested parties have an opportunity to speak, please limit comments to a maximum of four (4) minutes. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council.
7. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or the City Council may ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that item will be removed from the Consent Agenda for Successor Agency to the former Marina Redevelopment Agency and placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.
8. CONSENT AGENDA: Background information has been provided to the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, and Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or the City Council may ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that item will be removed from the Consent Agenda and placed at the end of Other Action Items.
 - a. ACCOUNTS PAYABLE:
 - (1) Accounts Payable Check Numbers 100460-100595, totaling \$922,490.04
Accounts Payable for Successor Agency Check Number 91, totaling \$3,772.50
 - b. MINUTES:
 - (1) July 26, 2022, Special City Council Meeting
 - c. CLAIMS AGAINST THE CITY: None
 - d. AWARD OF BID: None
 - e. CALL FOR BIDS:
 - (1) City Council consider adopting Resolution No. 2022-, approving advertising and call for bids for the execution of the California Avenue Pedestrian Crossing Installation project.
 - f. ADOPTION OF RESOLUTIONS:
 - (1) City Council consider adopting Resolution No. 2022-, regarding the Ralph M. Brown Act (California Government Code §§54950-54963, making certain findings; and authorizing the city to continue to implement remote teleconferenced public meetings of the City Council and its constituent bodies for the period August 21, 2022, through September 19, 2022.

- g. APPROVAL OF AGREEMENTS: None
- h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None
- i. MAPS: None
- j. REPORTS: (RECEIVE AND FILE): None
- k. FUNDING & BUDGET MATTERS:
 - (1) City Council consider adopting Resolution No. 2022-, approving a professional services agreement between the City of Marina and Axiom Home Tech to install the Marina Library AV System; and receiving, allocating, and appropriating \$7,500 from the Friends of Marina Library to the QLF2111 project budget; and allocating and appropriating \$11,000 from the unallocated General Fund balance to the QLF2111 project budget; and authorizing the City Manager to execute the agreements on behalf of the City subject to final review and approval by the City Attorney; and authorizing the City Manager to amend the contract to increase the contract limit up to an additional 10% of the contract amount in the event of material cost escalation; and authorizing the Finance Director to make necessary accounting and budgetary entries.
- l. APPROVE ORDINANCES (WAIVE SECOND READING):
 - (1) City Council read by title only and consider adopting Ordinance No. 2022-, approving the first amendment to the development agreement related to the Marina Station Project.
- m. APPROVE APPOINTMENTS: None
- 9. PUBLIC HEARINGS: None
- 10. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. The public is invited to approach the podium to provide up to four (4) minutes of public comment.*
- 11. OTHER ACTION ITEMS: *Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. The public is invited to approach the podium to provide up to four (4) minutes of public comment.*

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

- a. City Council consider adopting Resolution No. 2022-, approving the Local Roadway Safety Plan (LRSP).
- b. City Council consider adopting Resolution No. 2022-, authorizing the resumption of the Recreation and Cultural Services Commission, the Public Works Commission, the Economic Development Commission and the Tree Committee' and authorizing the disbanding of the Design Review Board.
- c. City Council receive an update report on the Cypress Knolls property.

- d. City Council consider adopting Resolution No. 2022-, amending Resolution No. 80-71, as amended, Establishing the Rules and Procedures for the Conduct of Meetings; amending Paragraph 8 regarding Order of Business and Consideration and Sequence of Agenda Items; amending Paragraph 9 regarding Preparation of the Minutes; amending Paragraph 13 regarding Debate; amending Paragraph 27 regarding Manner of Addressing Council; and approving a new Agenda format in substantially the same form.

12. COUNCIL & STAFF INFORMATIONAL REPORTS:

- a. Monterey County Mayor's Association [Mayor Bruce Delgado]
- b. Council and staff opportunity to ask a question for clarification or make a brief report on his or her own activities as permitted by Government Code Section 54954.2.

13. ADJOURNMENT:

CERTIFICATION

I, Anita Sharp, Deputy City Clerk, of the City of Marina, do hereby certify that a copy of the foregoing agenda was posted at City Hall and Council Chambers Bulletin Board at 211 Hillcrest Avenue, Monterey County Library Marina Branch at 190 Seaside Circle, City Bulletin Board at the corner of Reservation Road and Del Monte Boulevard on or before 6:30 p.m., Friday, August 12, 2022.

ANITA SHARP, DEPUTY CITY CLERK

City Council, Airport Commission and Redevelopment Agency meetings are recorded on tape and available for public review and listening at the Office of the City Clerk and kept for a period of 90 days after the formal approval of MINUTES.

City Council meetings may be viewed live on the meeting night and at 12:30 p.m. and 3:00 p.m. on Cable Channel 25 on the Sunday following the Regular City Council meeting date. In addition, Council meetings can be viewed at 6:30 p.m. every Monday, Tuesday and Wednesday. For more information about viewing the Council Meetings on Channel 25, you may contact Access Monterey Peninsula directly at 831-333-1267.

Agenda items and staff reports are public record and are available for public review on the City's website (www.cityofmarina.org), at the Monterey County Marina Library Branch at 190 Seaside Circle and at the Office of the City Clerk at 211 Hillcrest Avenue, Marina between the hours of 10:00 a.m. 5:00 p.m., on the Monday preceding the meeting.

Supplemental materials received after the close of the final agenda and through noon on the day of the scheduled meeting will be available for public review at the City Clerk's Office during regular office hours and in a 'Supplemental Binder' at the meeting.

Members of the public may receive the City Council, Airport Commission and Successor Agency of the Former Redevelopment Agency Agenda at a cost of \$55 per year or by providing a self-addressed, stamped envelope to the City Clerk. The Agenda is also available at no cost via email by notifying the City Clerk at marina@cityofmarina.org

ALL MEETINGS ARE OPEN TO THE PUBLIC. THE CITY OF MARINA DOES NOT DISCRIMINATE AGAINST PERSONS WITH DISABILITIES. Council Chambers are wheelchair accessible. meetings are broadcast on cable channel 25 and recordings of meetings can be provided upon request. to request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please call (831) 884-1278 or e-mail: marina@cityofmarina.org. requests must be made at least **48 hours** in advance of the meeting.

Upcoming 2022 Meetings of the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Community Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency and Marina Groundwater Sustainability Agency
Regular Meetings: 5:00 p.m. Closed Session;
6:30 p.m. Regular Open Sessions

***Wednesday, September 7, 2022**
Tuesday, September 20, 2022

Tuesday, November 1, 2022
Tuesday, November 15, 2022

****Thursday, October 6, 2022**
Tuesday, October 18, 2022

Tuesday, December 6, 2022
Tuesday, December 20, 2022

* Regular Meeting rescheduled due to Monday Holiday

** Regular Meeting rescheduled due to Religious Holiday

NOTE: Regular Meeting dates may be rescheduled by City Council only.

C I T Y H A L L 2 0 2 2 H O L I D A Y S
(City Hall Closed)

Labor Day -----Monday, September 5, 2022
Veterans Day -----Friday, November 11, 2022
Thanksgiving Day -----Thursday, November 24, 2022
Thanksgiving Break -----Friday, November 25, 2022
Winter Break -----Friday, December 23, 2022-Friday, December 30, 2022

2022 COMMISSION DATES

Upcoming 2022 Meetings of Planning Commission 2nd and 4th Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.
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August 22, 2022
September 8, 2022
September 22, 2022

October 13, 2022
October 27, 2022

November 10, 2022
December 18, 2022

Payment Register - 8.5.2022

Bank Account: 905 - Chase - Checking

Batch Date: 08/05/2022

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 905 - Chase - Checking						
Check	08/05/2022	100460	Accounts Payable	Ace Hardware		4.88
	Invoice		Date	Description		Amount
	082574		07/21/2022	Tape		4.88
Check	08/05/2022	100461	Accounts Payable	Doug Kuelman		9,040.00
	Invoice		Date	Description		Amount
	6740		07/29/2022	Airport Manager Recruitment - Second Installment		9,040.00
Check	08/05/2022	100462	Accounts Payable	AT & T		44.08
	Invoice		Date	Description		Amount
	June - July		07/13/2022	AT & T 831-582-9957 520 5		44.08
Check	08/05/2022	100463	Accounts Payable	AT & T		700.42
	Invoice		Date	Description		Amount
	000018497762		07/15/2022	CALNET3-9391023435 (237-267-6922)		184.16
	000018485422		07/13/2022	CALNET3-9391023436 (239-461-6578)		70.54
	000018497731		07/15/2022	CALNET3-9391023482 (884-0985)		23.87
	000018497733		07/15/2022	CALNET3-9391023485 (884-2573)		24.76
	000018497738		07/15/2022	CALNET3-9391023490 (884-9568)		44.38
	000018497739		07/15/2022	CALNET3-9391023491 (884-9654)		84.87
	000018544015		07/28/2022	CALNET3-9391023437 (384-0425)		47.16
	000018544018		07/28/2022	CALNET3-9391023440 (384-0860)		24.45
	000018544043		07/28/2022	CALNET3-9391023463 (384-7854)		24.42
	000018544048		07/28/2022	CALNET3-9391023468 (384-9148)		24.43
	000018539288		07/27/2022	CALNET3-9391023471 (582-0100)		51.42
	000018539294		07/27/2022	CALNET3-9391023477 (582-9803)		24.38
	000018544019		07/28/2022	CALNET3-9391023441 (384-0888)		24.42
	000018544046		07/28/2022	CALNET3-9391023466 (384-8477)		47.16
Check	08/05/2022	100464	Accounts Payable	Branch's Janitorial		2,235.00
	Invoice		Date	Description		Amount
	228444		07/25/2022	Janitorial Service - Police/Fire/Airport July 2022		2,235.00
Check	08/05/2022	100465	Accounts Payable	California Fire Chiefs Association		400.00
	Invoice		Date	Description		Amount

Marina, CA LIVE

Payment Register - 8.5.2022

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Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	02503			Membership Renewal for D. McCoun & C. Vega		400.00
	08/05/2022	100466	Accounts Payable	Petty Cash		1,986.03
	Invoice		Date	Description		Amount
Check	4/21-6/17/2022			Replenish Petty Cash		1,986.03
	08/05/2022	100467	Accounts Payable	Comcast		139.40
	Invoice		Date	Description		Amount
Check	06-26-22			Cable Police & Fire		69.70
	07-26-22			Acct# 8155100290083819, Cable for Police & Fire		69.70
	08/05/2022	100468	Accounts Payable	CSG Consultants		66,765.95
Check	Invoice		Date	Description		Amount
	B220750		05/02/2022	Building Plan Review Services 4/1-4/30/2022		6,327.45
	44972		07/15/2022	Marina Building Services FY 17-23		31,062.50
Check	45107		07/15/2022	Annual St Resurfacing		15,381.00
	45112		07/15/2022	Permits/Development		13,995.00
	08/05/2022	100469	Accounts Payable	Denise Duffy & Associates		10,670.25
Check	Invoice		Date	Description		Amount
	7905		04/05/2022	Blight Removal Project		10,670.25
	08/05/2022	100470	Accounts Payable	First Alarm		35.00
Check	Invoice		Date	Description		Amount
	696428		07/22/2022	Remote Access New Code Entry - City Hall		35.00
	08/05/2022	100471	Accounts Payable	Josie Champaco-Uncangco		250.00
Check	Invoice		Date	Description		Amount
	07-30-22 vd		07/30/2022	Vince DiMaggio Refund		250.00
	08/05/2022	100472	Accounts Payable	L.N. Curtis & Sons		68.99
Check	Invoice		Date	Description		Amount
	INV614292		07/18/2022	Cover, Lower, GI Carrier		68.99
	08/05/2022	100473	Accounts Payable	Labor Law Compliance Center		444.59
Check	Invoice		Date	Description		Amount
	1192159		06/30/2022	Federal & State Compliance Posters		444.59

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Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	08/05/2022	100474	Accounts Payable	Liebert Cassidy Whitmore		16,168.00
	Invoice		Date	Description		Amount
	221864		06/30/2022	LCW - Professional Services		647.00
	221866		06/30/2022	LCW - Professional Services		2,410.00
	221865		06/30/2022	LCW - Professional Services		1,620.00
	221867		06/30/2022	LCW - Professional Services		290.00
	221870		06/30/2022	LCW - Professional Services		8,214.00
	221868		06/30/2022	LCW - Professional Services		2,349.00
	221869		06/30/2022	LCW - Professional Services		638.00
Check	08/05/2022	100475	Accounts Payable	Marina Chamber Of Commerce		1,000.00
	Invoice		Date	Description		Amount
	06-06-22		06/06/2022	Covid Local Business Support Donation		1,000.00
Check	08/05/2022	100476	Accounts Payable	Maynard Group Inc.		656.24
	Invoice		Date	Description		Amount
	IN2029004		08/01/2022	Acct # AC3746		656.24
Check	08/05/2022	100477	Accounts Payable	Monterey County Clerk		20.00
	Invoice		Date	Description		Amount
	22-3173 - 37132		08/01/2022	Transfer Tax Report Fees		20.00
Check	08/05/2022	100478	Accounts Payable	Monterey County Sheriff's Department		27,372.54
	Invoice		Date	Description		Amount
	2275		07/11/2022	CJIS QE 6/30/22		27,372.54
Check	08/05/2022	100479	Accounts Payable	Noland, Hamerly, Etienne & Hoss		24,864.00
	Invoice		Date	Description		Amount
	222175		07/20/2022	General Representation - June-July 2022		11,197.00
	222177		07/20/2022	Personnel Matters - June 2022		592.50
	222176		07/20/2022	City Council Meetings		4,305.50
	222173		07/20/2022	Contract Matters - June-July 2022		7,821.00
	222174		07/20/2022	PRA Matters - June-July 2022		948.00
Check	08/05/2022	100480	Accounts Payable	Pacific Gas & Electric		7,180.92
	Invoice		Date	Description		Amount

Marina, CA LIVE

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Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	June-July 720-0	07/20/2022	PG&E - 0167505720-0			801.29
	June-July 210-0	07/20/2022	PG&E - 3242976210-0			156.47
	June-July 851-0	07/20/2022	PG&E - 3440977851-0			176.17
	June-July 562-0	07/20/2022	PG&E - 4758891562-0			1,026.77
	June-July 085-2	07/20/2022	PG&E - 5434906085-2			111.23
	June-July 943-2	07/20/2022	PG&E - 6150212943-2			86.33
	June-July 535-3	07/20/2022	PG&E - 6161832535-3			225.99
	June-July 202-3	07/20/2022	PG&E - 6594070202-3			120.89
	June-July 582-7	07/20/2022	PG&E - 8161432582-7			150.11
	June-July 353-7	07/20/2022	PG&E - 9930567353-7			47.16
	June-July 313-6	07/20/2022	PG&E 6793435313-6 - Site 6793435090			739.37
	June-July 4148-6	07/20/2022	PG&E - 5593414148-6			242.44
	June-July 827-8	07/20/2022	PG&E - 0423929827-8			131.72
	272-1 June-July	07/19/2022	PG&E - 2862559272-1			40.87
	683-2 June -July	07/19/2022	PG&E 6217294683-2			1,481.74
	June-July 7172-2	07/27/2022	PG&E - 5618207172-2			1,033.30
	June-July 8362-9	07/20/2022	PG&E - 5996678362-9			131.76
June-July 4795-7	07/27/2022	PG&E - 4467294795-7			477.31	
Check	08/05/2022	100481	Accounts Payable	Pinnacle Healthcare		404.00
	Invoice		Date	Description		Amount
Check	374500	07/20/2022		Pinnacle Healthcare - Pre Emp Px		202.00
	375040	07/22/2022		Pinnacle Healthcare - Pre Emp Px		202.00
	08/05/2022	100482	Accounts Payable	Pure H2O		404.16
	Invoice		Date	Description		Amount
Check	17410	07/01/2022		Water Cooler Police/Fire 07/01/22		202.08
	17608	08/01/2022		Water Cooler Police/Fire 08/01/22		202.08
	08/05/2022	100483	Accounts Payable	Quill Corporation		495.54
	Invoice		Date	Description		Amount
Check	26370881	07/14/2022		Acct # 7474999		43.69
	26342139	07/13/2022		Acct # 7474999		12.54
	26340173	07/13/2022		Acct # 7474999		439.31
	08/05/2022	100484	Accounts Payable	Regional Government Services		22,938.00

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Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	Invoice			Description		Amount
	13770		06/30/2022	Quick Quack June 2022		661.50
	13772		06/30/2022	Marina Dunes June 2022		22,276.50
Check	08/05/2022	100485	Accounts Payable	Reserve Account - Pitney Bowes		1,500.00
	Invoice			Description		Amount
	07-28-22		07/28/2022	Postage Meter Refill		1,500.00
Check	08/05/2022	100486	Accounts Payable	Shartsis Frieese LLP		164,365.00
	Invoice			Description		Amount
	5459343		07/29/2022	Professional Services - MPWSP - June 2022		164,365.00
Check	08/05/2022	100487	Accounts Payable	SpeakWrite		554.55
	Invoice			Description		Amount
	e6377241		08/01/2022	City of Marina - July 2022		554.55
Check	08/05/2022	100488	Accounts Payable	Taygeta Scientific, Inc.		2,796.71
	Invoice			Description		Amount
	000708-R-0017		08/01/2022	Barracuda Spam Firewall - August 2022		475.80
Check	000423-R-0044		08/01/2022	Computer Network Defense - August 2022		2,000.00
	000919		08/01/2022	Quarterly PD NAS Support & Data - Q2 2022		320.91
	08/05/2022	100489	Accounts Payable	TechRx Technology Services		14,131.31
Check	Invoice			Description		Amount
	10312		07/31/2022	IT Support - July 2022		10,200.00
	10279		08/01/2022	Cisco 10-Port Gigbite Managed SFP Switch		716.25
Check	10287		08/01/2022	Ninite Monthly Subscription - August 2022		112.50
	10292		08/01/2022	Veeam Virtual Backup Monthly Subscription - August 2022		380.00
	10142		06/01/2022	Amazon Glacier Terabyte Storage - June-Aug 2022		1,020.00
Check	10274		07/25/2022	HP LaserJet M454dn for Payroll		1,027.61
	10266		07/11/2022	Black 24" LCD Monitor, Mount it, Installation & setup		674.95
	08/05/2022	100490	Accounts Payable	Tracnet		500.00
Check	Invoice			Description		Amount
	1091		07/29/2022	CLETS - Marina PD		500.00
	08/05/2022	100491	Accounts Payable	Trucksis Enterprises		634.95

Marina, CA LIVE

Payment Register - 8.5.2022

Bank Account: 905 - Chase - Checking

Batch Date: 08/05/2022

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	Invoice			Description		Amount
	12823		06/28/2022	City of Marina		634.95
	08/05/2022	100492	Accounts Payable	United Parcel Service		21.45
Check	Invoice			Description		Amount
	00008Y4481282		07/09/2022	Shipping fees to Art Black		21.45
	08/05/2022	100493	Accounts Payable	Verde Design, Inc.		47,954.00
Check	Invoice			Description		Amount
	3-2121700		06/30/2022	Dunes Park Rough Grading Plan & Site Survey		47,954.00
	08/05/2022	100494	Accounts Payable	Verizon Wireless		2,243.91
Check	Invoice			Description		Amount
	9910781496		07/20/2022	Verizon 308174766-0001		293.59
	9911401031		07/18/2022	Acct #272493672-00001		1,551.33
Check	Invoice			Description		Amount
	9911993768		07/25/2022	Acct# 371782403-00002 - FD Mobile Charges, June 26 - July 25 22		398.99
	08/05/2022	100495	Accounts Payable	Xerox Financial Services		239.26
Check	Invoice			Description		Amount
	3392817		07/28/2022	FD Monthly Copier Charges		239.26
	08/05/2022	100496	Accounts Payable	Zoom Imaging Solutions		39.11
EFT	Invoice			Description		Amount
	IN2816239		07/18/2022	Maintenance Contract		39.11
	08/05/2022	2457	Accounts Payable	Richard B. Standridge	121042882 / 8312012522	3,610.00
905 Chase - Checking Totals:	Invoice			Description		Amount
	22-15		07/29/2022	Service 7/18-28/2022		3,610.00
	Transactions: 38					\$432,878.24

Checks: 37 \$429,268.24
EFTs: 1 \$3,610.00

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
905 - Chase - Checking 100497	08/12/2022	Open							
	Invoice								
	082687			08/04/2022	Accounts Payable	Ace Hardware	\$482.98		
				Description				Amount	
				Fasteners, Tape, Cut off Wheel				\$64.96	
	082724			08/09/2022				\$60.04	
				Lighter, Flashlight, Push Broom					
	082721			08/09/2022				\$45.84	
				(4) Nozzle Twists, various sizes					
	082688			08/04/2022				\$35.40	
100498	082703			08/05/2022				\$14.03	
				Fasteners					
	082708			08/06/2022				\$193.21	
				Misc items for new Fire Engine					
	082705			08/05/2022				\$21.50	
				Maxfit Power Bit & Fasteners					
	082709			08/06/2022				\$44.73	
				Station 2 knox box maintenance					
	082710			08/06/2022				\$3.27	
				Screw Driver					
100499	08/12/2022	Open					\$22.92		
	Invoice								
	082661			08/02/2022	Accounts Payable	Ace Hardware			
				Description				Amount	
				Cust. #116				\$22.92	
	08/12/2022	Open					\$189.43		
	Invoice								
	082611			07/27/2022	Accounts Payable	Ace Hardware			
				Description				Amount	
				Airport Tools				\$110.16	
100500	082667			08/03/2022				\$27.30	
				Supplies					
	082659			08/02/2022				\$18.56	
				Tools					
	082698			08/05/2022				\$33.41	
				Shop Supplies					
	08/12/2022	Open					\$86.31		
	Invoice								
	O1007089			08/03/2022	Accounts Payable	Ace High Designs Inc.			
				Description				Amount	
100501				Cust #01956				\$86.31	
	08/12/2022	Open					\$713.25		
	Invoice								
	54465-1			06/09/2022	Accounts Payable	Advantage Gear			
				Description				Amount	
				Uniform for D. Mendes				\$532.49	
	54574-1			06/14/2022				\$180.76	
				Uniform Pants					
	08/12/2022	Open					\$1,195.20		
	Invoice								
100502	222070308			08/03/2022	Accounts Payable	Alert-All Corporation			
				Description				Amount	
				Fire Prevention Supplies for NNO				\$1,195.20	
	08/12/2022	Open					\$2,395.86		
	Invoice								
	08270308			08/03/2022	Accounts Payable	American Supply Co.			
				Description				Amount	
				Shop Supplies				\$1,543.38	
	0170530			07/27/2022				\$852.48	
	2974111			07/27/2022					
100503	08/12/2022	Open					\$2,900.00		
	Invoice								
	1804434			06/06/2022	Accounts Payable	AmorerLink			
				Description				Amount	
				Annual Subscription & Mobile License 07/01/22 - 06/30/2023 and				\$2,900.00	
	08/12/2022	Open					\$282.96		
	Invoice								
	2601430			07/20/2022	Accounts Payable	ARC Document Solutions			
				Description				Amount	
				ARC 07/20/2022				\$282.96	
100504	08/12/2022	Open					\$120.85		
	Invoice								
	000018544021			07/28/2022	Accounts Payable	AT & T			
				Description				Amount	
				Fire Alarm Hgr 524/533				\$47.16	
	000018544027			07/28/2022	Accounts Payable	AWOS Auto Weather Station			
				Description				\$26.53	

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100507	000018544022		07/28/2022		Fire Alarm Hgr 524/533		\$47.16		
	08/12/2022	Open			Accounts Payable	Avaya, Inc.	\$12.49		
	Invoice			Description			Amount		
100508	2221532722		07/28/2022		Order #5160750		\$10.30		
	2221540287		08/03/2022		Order #51630509		\$2.19		
	08/12/2022	Open			Accounts Payable	BMI IMAGING SYSTEMS, INC.	\$27,700.72		
100509	Invoice			Description			Amount		
	318087		07/22/2022		BMI-Document Scanning		\$2,112.12		
	318167		07/29/2022		BMI Imaging Systems-Document scanning		\$25,588.60		
100510	08/12/2022	Open			Accounts Payable	California Department of Toxic Substance Control	\$19,968.00		
	Invoice			Description			Amount		
	Aug2022 SVA DTSC		08/02/2022		Advanced Pmt Site #202420 HWCA FY21/22-022		\$19,968.00		
100511	08/12/2022	Open			Accounts Payable	Carmel Fire Protection Associates	\$600.00		
	Invoice			Description			Amount		
	122321		07/29/2022		Plan check and inspection for AT&T Cell Site, 3262 Imjin Road		\$200.00		
100512	122320		07/29/2022		Plan check & inspection at Joby Modular Terminal, 761 Neeson		\$200.00		
	122332		08/07/2022		Plan check and inspection for Mtry Business Park, 445 Reservatio		\$200.00		
	08/12/2022	Open			Accounts Payable	Carmel Roasters, Inc.	\$369.60		
100513	Invoice			Description			Amount		
	64655		08/10/2022		FD Coffee - 4 Boxes and filter		\$369.60		
	08/12/2022	Open			Accounts Payable	Certified Folder Display Service, Inc.	\$331.07		
100514	Invoice			Description			Amount		
	596504		08/01/2022		Distribution of Restaurant Guides - September 2022		\$331.07		
	08/12/2022	Open			Accounts Payable	Cheryl Kent	\$1,440.00		
100515	Invoice			Description			Amount		
	2022-100		07/29/2022		Code Enforcement Investigations		\$1,440.00		
	08/12/2022	Open			Accounts Payable	Cintas Corporation	\$277.20		
100516	Invoice			Description			Amount		
	4127563132		08/05/2022		Mat Service - Police/Fire 08/05/22		\$69.30		
	4123485902		06/24/2022		Mat Service - Police/Fire 06/24/22		\$69.30		
100517	4124828008		07/08/2022		Mat Service - Police/Fire 07/08/22		\$69.30		
	4126201260		07/22/2022		Mat Service - Police/Fire 07/22/22		\$69.30		
	08/12/2022	Open			Accounts Payable	Community Human Services	\$12,350.00		
100518	Invoice			Description			Amount		
	07-29-22		07/29/2022		CHS JPA Allocation - FY 2022-2023		\$12,350.00		
	08/12/2022	Open			Accounts Payable	East Bay Tire Co.	\$176.95		
100519	Invoice			Description			Amount		
	1855906		08/01/2022		Fire Engine 5411		\$176.95		
	08/12/2022	Open			Accounts Payable	Emergency Vehicle Specialists	\$674.53		
100520	Invoice			Description			Amount		
	14165		08/08/2022		Radio Antenna Replacement		\$674.53		

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100518	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	Fastenal Company	\$1,598.55		
	CASAL154026		07/20/2022	Shop Supplies					Amount \$574.67
	CASAL154206		07/25/2022	Shop Supplies					\$344.49
	CASAL154234		07/28/2022	Shop Supplies					\$679.39
100519	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	FedEx	\$14.71		
	7-834-67346		07/29/2022	Acct #3995-9218-6					Amount \$14.71
100520	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	First Alarm	\$585.73		
	696264		07/20/2022	Cust. #9537					Amount \$465.73
	696453		07/22/2022	Building 527 741 Neeson Rd					\$120.00
100521	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	Forcible Entry, Inc.	\$69,259.25		
	0022-0134		07/03/2022	Forcible Entry Training Simulator					Amount \$69,259.25
100522	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	George T. Powell	\$1,300.00		
	08012022		08/01/2022	Parking Rental Fees					Amount \$1,300.00
100523	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	Graniterock/Pavex Construction	\$1,081.99		
	1382335		07/16/2022	City Pot Holes					Amount \$1,081.99
100524	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	Green Line	\$1,426.43		
	70281		05/20/2022	Ramp Replacement					Amount \$1,426.43
100525	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	Harris & Associates	\$6,402.50		
	53784		08/09/2022	Harris & Associates July 2022					Amount \$6,402.50
100526	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	Tina Glass	\$11.00		
	338		08/27/2022	BLS Provider Cards for Goncalves, Alvarenga & Suich					Amount \$11.00
100527	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	J.P. Cooke Company	\$300.90		
	736700		08/03/2022	City of Marina Public Safety - Job #1239612					Amount \$70.00
	736701		08/03/2022	City of Marina Public Safety - Job #1239599					\$230.90
100528	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	Kimley-Horn & Associates	\$8,814.50		
	097789008-0622		06/30/2022	Imjin Parkway PS&E					Amount \$2,040.50
	21785778		06/30/2022	Marina LRSP					\$2,853.50
	21764217		06/30/2022	2021 Dev Impact Fee					\$2,299.50
	097789008-0422		04/30/2022	Imjin Parkway PS&E					\$1,621.00
100529	08/12/2022 Invoice	Open	Date	Description	Accounts Payable	La Sirenita Tree Service	\$485.00		
	07-26-22		07/26/2022	Windy Hill Park					Amount \$485.00

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100530	08/12/2022	Open			Accounts Payable	Marina Coast Water District	\$8,293.03		
	Invoice		Date	Description		Amount			
	000056032	070722	07/07/2022	Crescent Ave/Costa Del Mar East Side		\$60.52			
	000056084	070722	07/07/2022	Crescent/Shuler/Irrigation		\$27.26			
	000056098	070722	07/07/2022	3254 Abdy Way (Tate Park Building)		\$50.60			
	000056011	070722	07/07/2022	3254 Abdy Way (Tate Park Irrigation)		\$632.39			
	012016000	072122	07/21/2022	199 A Paddon Place		\$36.77			
	000056061	072122	07/21/2022	Reservation/Locke Paddon Park		\$78.77			
	000056028	072122	08/02/2022	California at Jerry Court		\$36.77			
	000056040	072122	07/21/2022	Hilo Ave		\$27.26			
	000056006	072122	07/21/2022	188 Seaside Circle		\$123.40			
	000056042	072122	07/21/2022	3040 Lake Drive		\$89.02			
	000056090	072122	07/21/2022	Locke Paddon Park		\$60.52			
	000056045	072122	07/21/2022	3100 Preston Drive		\$6,642.03			
	000056046	072122	07/21/2022	3100 Preston Drive		\$150.82			
	07-29-22		07/29/2022	Acct#000056041 - Water usage at Station 2		\$276.90			
100531	08/12/2022	Open			Accounts Payable	Marisol Miranda	\$250.00		
	Invoice		Date	Description		Amount			
	09-10-22 vd		08/09/2022	Vince DiMaggio Refund		\$250.00			
100532	08/12/2022	Open			Accounts Payable	MCCLEOA	\$300.00		
	Invoice		Date	Description		Amount			
	102		08/03/2022	2022-2023 MCCLEOA Dues - Chief Tina Nieto		\$300.00			
100533	08/12/2022	Open			Accounts Payable	Michael Josselyn	\$11,000.00		
	Invoice		Date	Description		Amount			
	07-31-22		07/31/2022	Professional Services - MPWSP - July 2022		\$2,875.00			
	06-30-22		06/30/2022	Professional Services - MPWSP - June 2022		\$8,125.00			
100534	08/12/2022	Open			Accounts Payable	Monterey Bay Air Resources District	\$12,521.50		
	Invoice		Date	Description		Amount			
	0003119		07/29/2022	Per Capita Assessment FY 22-23		\$10,728.50			
	1921-072922		07/29/2022	Airport Annual Renewal Invoice		\$954.00			
	2796-072922		07/29/2022	Annual Renewal Invoice for Toxics		\$839.00			
100535	08/12/2022	Open			Accounts Payable	Monterey Bay Office Products	\$380.20		
	Invoice		Date	Description		Amount			
	479206138		08/03/2022	City Hall Copier Lease Payment - August 2022		\$380.20			
100536	08/12/2022	Open			Accounts Payable	Monterey County Convention & Visitors Bureau	\$20,500.00		
	Invoice		Date	Description		Amount			
	16210		07/31/2022	Destination Marketing Investment - Q1		\$20,500.00			
100537	08/12/2022	Open			Accounts Payable	Monterey County Herald	\$221.99		
	Invoice		Date	Description		Amount			
	0006681939		07/08/2022	Legal Notice - Consolidation of Election		\$221.99			
100538	08/12/2022	Open			Accounts Payable	Monterey County Petroleum-Sturdy Oil Co.	\$16,927.34		
	Invoice		Date	Description		Amount			
	25216A-IN		07/15/2022	Regular Ethanol		\$6,322.98			
	25228A-IN		07/19/2022	Regular/Diesel Costs		\$5,993.26			
	26433A-IN		07/29/2022	Regular Ethanol		\$4,611.10			

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100539	08/12/2022	Open			Accounts Payable	Monterey County Weekly	\$240.00		
	Invoice		Date	Description		Amount			
	07/21/22CCM		07/21/2022	Web Banner Ads Marina Sports Complex		\$240.00			
100540	08/12/2022	Open			Accounts Payable	Monterey One Water	\$603.60		
	Invoice		Date	Description		Amount			
	13-000183 073122		07/31/2022	4th Ave Dy Dr		\$287.40			
	13-000325 073122		07/31/2022	2800 2nd Ave		\$47.90			
	13-000143 073122		07/31/2022	3220 Imjin Rd		\$28.80			
	12-003949 073122		07/31/2022	209 Cypress Ave		\$95.80			
	12-003245 073122		07/31/2022	3254 Abby Way		\$47.90			
	12-001708 073122		07/31/2022	304 Hillcrest Ave		\$47.90			
100541	08/12/2022	Open			Accounts Payable	Monterey Regional Waste Management District	\$181.30		
	Invoice		Date	Description		Amount			
	3646363		07/26/2022	East Salinas Ave		\$51.80			
	3646334		07/26/2022	Salinas Ave East		\$42.00			
	3650451		08/01/2022	Salinas Ave East		\$63.70			
	3650885		08/02/2022	Salinas Ave East		\$23.80			
100543	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	My Chevrolet	\$1,666.00		
	Invoice		Date	Description		Amount			
	CVCS242906		02/01/2022	PD Cruiser 17 Caprice 4dr		\$1,666.00			
100544	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	NAPA Auto Parts	\$143.10		
	Invoice		Date	Description		Amount			
	921815		07/19/2022	Fire Engines		\$143.10			
100545	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	National Fire Protection-NIFPA	\$1,520.50		
	Invoice		Date	Description		Amount			
	8175790X		08/09/2022	ID#2516553 National Fire Code Subscription Renewal		\$1,345.50			
100546	08/12/2022	Voided/Reissued	Check Damaged	08/09/2022	Accounts Payable	ID#2516553 - Membership Renewal for Chief McCoun	\$175.00		
	Invoice		Date	Description		Amount			
	138959		07/31/2022	Landscaping Maintenance for July 2022		\$2,140.00			
100547	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	Newton Bros. Tire & Auto	\$559.89		
	Invoice		Date	Description		Amount			
	434342		07/14/2022	PD Chevy Caprice 2014		\$559.89			
100548	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	Office Depot	\$296.28		
	Invoice		Date	Description		Amount			
	254870030001		07/21/2022	Office Supplies/Building		\$75.63			
	255000423001		07/20/2022	Office Supplies/Building		\$180.23			
	255000704001		07/22/2022	Office Supplies/Building		\$29.49			
100549	08/12/2022	Voided/Reissued	Check Damaged	07/19/2022	Accounts Payable	Office Supplies/Building	\$10.93		
	Invoice		Date	Description		Amount			
	11129		07/31/2022	08/12/2022 Accounts Payable Pacific Crest Engineering Track		\$1,642.50			

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Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100550	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	Pacific Gas & Electric	\$21,449.34		
	Invoice		Date	Description					
	483-6 June-July		07/15/2022	PG&E - 3982644483-6		Amount			
	07-29-22		07/29/2022	Acct #2652040767-2		\$12,890.33			
	June -July 313-6		08/08/2022	PG&E 6793435313-6		\$223.36 \$8,335.65			
100551	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	Quill Corporation	\$2,070.08		
	Invoice		Date	Description		Amount			
	26488170		07/20/2022	Acct # 7474999		\$289.60			
	26525262		07/22/2022	Acct # 7474999		\$30.58			
	26427705		07/18/2022	Acct # 7474999		\$583.20			
	26428454		07/18/2022	Acct # 7474999		\$644.56			
	26614971		07/27/2022	Acct #7474999		\$32.03			
	26585483		07/26/2022	Acct #7474999		\$28.03			
	26568024		07/25/2022	Acct # 7474999		\$288.40			
	26576654		07/25/2022	Acct # 7474999		\$27.30			
100552	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	Sierra Springs & Alhambra	\$232.11		
	Invoice		Date	Description		Amount			
	9696351 073022		07/30/2022	Corp Yard		\$124.28			
100553	08/12/2022	Voided/Reissued	Check Damaged	08/05/2022	Water Cooler Rental and Replacement Water		\$177.00		
	7266038 080522		08/05/2022			\$107.83			
			Check Damaged	08/12/2022	Accounts Payable	South Bay Regional Public Safety Training Cons.			
100554	08/12/2022	Voided/Reissued	Check Damaged	07/26/2022	Marina PD Field Training 7/11- 7/15		\$842.82		
	Invoice		Date	Description		Amount			
	1602-105488		04/01/2022	Yard Propane		\$842.82			
100555	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	SWCA Environmental Consultants	\$8,601.69		
	Invoice		Date	Description		Amount			
	147375		06/20/2022	SWCA-May 2022		\$2,911.69			
100556	08/12/2022	Voided/Reissued	Check Damaged	07/26/2022	SWCA Vernal Ponds		\$782.61		
	Invoice		Date	Description		Amount			
	149288		07/26/2022			\$5,690.00			
100557	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	TechRx Technology Services	\$11,908.16		
	Invoice		Date	Description		Amount			
	10325		08/02/2022	Varidesk and Dual Monitors Stands for AP Desk		\$782.61			
100558	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	Tracnet	\$2,911.64		
	Invoice		Date	Description		Amount			
	1074		06/01/2022	Marina PD Annual Maintenance 7/1/22 - 6/30/23		\$11,908.16			
100559	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	U.S. Bank Equipment Finance	\$425.40		
	Invoice		Date	Description		Amount			
	478713712		07/28/2022	CDD Copier Lease Payment - August 2022		\$216.32			
	478495799		07/26/2022	Customer Credit Acct #598296		\$2,695.32			
	08/12/2022	Voided/Reissued	Check Damaged	08/12/2022	Accounts Payable	Underground Service Alert - USA North 811			
	Invoice		Date	Description		Amount			
	120045USB22		07/26/2022	Dig Alert		\$425.40			

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100560	08/12/2022 Invoice 114-13237046	Voided/Reissued	Check Damaged Date 07/15/2022	08/12/2022 Description Windy Hill Park	Accounts Payable	United Site Services	\$260.35		
100561	08/12/2022 Invoice VO-070011891 VO-07-011908	Voided/Reissued	Check Damaged Date 08/01/2022 08/01/2022	08/12/2022 Description Dry cleaning for C. Vega Turnouts Acct #VO1951 - Dry cleaning for C. Vega	Accounts Payable	Vapor Cleaners, Inc.	\$72.32		
100562	08/12/2022 Invoice 3139	Voided/Reissued	Check Damaged Date 07/20/2022	08/13/2022 Description Veronica Tam and Associates June 1-June 30, 2022	Accounts Payable	Veronica Tam & Associates, Inc	\$2,235.00		
100563	08/12/2022 Invoice 104899	Voided/Reissued	Check Damaged Date 07/25/2022	08/12/2022 Description Client ID 6107, Patient ID 60844	Accounts Payable	Veterinary Emergency& Specialty Center	\$185.00		
100564	08/12/2022 Invoice 2124903	Voided/Reissued	Check Damaged Date 04/30/2022	08/12/2022 Description Visual Arts Building 040122-043022	Accounts Payable	Wald, Ruhnke & Dost Architects, LLP	\$6,920.00		
100565	08/12/2022 Invoice 56757 56831 56854 56878 56879 56908 56535 56244 56900	Voided/Reissued	Check Damaged Date 07/26/2022 07/26/2022 07/26/2022 07/26/2022 07/26/2022 07/28/2022 06/27/2022 05/28/2022 07/28/2022	08/12/2022 Description Hayes Circle Two Lot Transfer Annual Resurfacing MLK Sculpture CDs Airport Fuel Farm 100LL Tank Replacement Airport Fuel Farm Backup Power Airport B533 Exterior Airport B533 Exterior CM Airport B533 Exterior Program Management	Accounts Payable	Wallace Group, Inc.	\$57,278.56		
100566	08/12/2022 Invoice IN2830082	Voided/Reissued	Check Damaged Date 07/25/2022	08/12/2022 Description City of Marina	Accounts Payable	Zoom Imaging Solutions	\$255.63		
100567	08/12/2022 Invoice 08-05-22	Voided/Reissued	Check Damaged Date 08/05/2022	08/12/2022 Description 24 - MEA Dues	Accounts Payable	Marina Employees Association	\$135.00		
100568	08/12/2022 Invoice 08-05-22	Voided/Reissued	Check Damaged Date 08/05/2022	08/12/2022 Description 24 - MEA Dues	Accounts Payable	Marina Professional Fire Fighters Association	\$300.00		
100569	08/12/2022 Invoice 08-05-22	Open		08/05/2022 Description 35 - MPFFA Dues	Accounts Payable	Marina Employees Association	\$135.00		
100570	08/12/2022 Invoice 08-05-22	Open		08/05/2022 Description 24 - MEA Dues	Accounts Payable	Marina Professional Fire Fighters Association	\$300.00		

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100571	08/12/2022	Open			Accounts Payable	My Chevrolet	\$1,666.00		
	Invoice CVCS242906		Date	Description			Amount		
100572	08/12/2022	Open			Accounts Payable	NAPA Auto Parts	\$143.10		
	Invoice 921815		Date	Description			Amount		
100573	08/12/2022	Open			Accounts Payable	National Fire Protection-NFPA	\$1,520.50		
	Invoice 8175790X		Date	Description			Amount		
100574	08/12/2022	Open			Accounts Payable	New Image Landscape Co.	\$2,140.00		
	Invoice 8218782X		Date	Description			Amount		
100575	08/12/2022	Open			Accounts Payable	Newton Bros. Tire & Auto	\$559.89		
	Invoice 434342		Date	Description			Amount		
100576	08/12/2022	Open			Accounts Payable	Office Depot	\$296.28		
	Invoice 254870030001		Date	Description			Amount		
100577	08/12/2022	Open			Accounts Payable	Pacific Crest Engineering	\$1,642.50		
	Invoice 111129		Date	Description			Amount		
100578	08/12/2022	Open			Accounts Payable	Pacific Gas & Electric	\$21,449.34		
	Invoice 483-6 June-July		Date	Description			Amount		
100579	08/12/2022	Open			Accounts Payable	Quill Corporation	\$2,070.08		
	Invoice 26488170		Date	Description			Amount		
100580	08/12/2022	Open			Accounts Payable	Sierra Springs & Alhambra	\$232.11		
	Invoice 9696351 073022		Date	Description			Amount		
	7266038 080522		Date	Description			Amount		

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100581	08/12/2022	Open			Accounts Payable	South Bay Regional Public Safety Training Cons.	\$177.00		
	Invoice		Date	Description			Amount		
	223011		07/26/2022	Marina PD Field Training 7/11- 7/15			\$177.00		
100582	08/12/2022	Open			Accounts Payable	Suburban Propane	\$842.82		
	Invoice		Date	Description			Amount		
	1602-105488		04/01/2022	Yard Propane			\$842.82		
100583	08/12/2022	Open			Accounts Payable	SWCA Environmental Consultants	\$8,601.69		
	Invoice		Date	Description			Amount		
	147375		06/20/2022	SWCA-May 2022			\$2,911.69		
	149288		07/26/2022	SWCA Vernal Ponds			\$5,690.00		
100584	08/12/2022	Open			Accounts Payable	TechRx Technology Services	\$782.61		
	Invoice		Date	Description			Amount		
	10325		08/02/2022	VariDesk and Dual Monitors Stands for AP Desk			\$782.61		
100585	08/12/2022	Open			Accounts Payable	Tracnet	\$11,908.16		
	Invoice		Date	Description			Amount		
	1074		06/01/2022	Marina PD Annual Maintenance 7/1/22 - 6/30/23			\$11,908.16		
100586	08/12/2022	Open			Accounts Payable	U.S. Bank Equipment Finance	\$2,911.64		
	Invoice		Date	Description			Amount		
	478713712		07/28/2022	CDD Copier Lease Payment - August 2022			\$216.32		
	478495799		07/26/2022	Customer Credit Acct #598296			\$2,695.32		
100587	08/12/2022	Open			Accounts Payable	Underground Service Alert - USA North 811	\$425.40		
	Invoice		Date	Description			Amount		
	120045USB22		07/26/2022	Dig Alert			\$425.40		
100588	08/12/2022	Open			Accounts Payable	United Site Services	\$260.35		
	Invoice		Date	Description			Amount		
	114-13237046		07/15/2022	Windy Hill Park			\$260.35		
100589	08/12/2022	Open			Accounts Payable	Vapor Cleaners, Inc.	\$72.32		
	Invoice		Date	Description			Amount		
	VO-070011891		08/01/2022	Dry cleaning for C. Vega Turnouts			\$57.02		
	VO-07-011908		08/01/2022	Acct #VO1951 - Dry cleaning for C. Vega			\$15.30		
100590	08/12/2022	Open			Accounts Payable	Veronica Tam & Associates, Inc	\$2,235.00		
	Invoice		Date	Description			Amount		
	3139		07/20/2022	Veronica Tam and Associates June 1-June 30, 2022			\$2,235.00		
100591	08/12/2022	Open			Accounts Payable	Veterinary Emergency& Specialty Center	\$185.00		
	Invoice		Date	Description			Amount		
	104899		07/25/2022	Client ID 6107, Patient ID 60844			\$185.00		
100592	08/12/2022	Open			Accounts Payable	Wald, Ruhnke & Dost Architects, LLP	\$6,920.00		
	Invoice		Date	Description			Amount		
	2124903		04/30/2022	Visual Arts Building 040122-043022			\$6,920.00		
100593	08/12/2022	Open			Accounts Payable	Wallace Group, Inc.	\$57,278.56		
	Invoice		Date	Description			Amount		
	56757		07/26/2022	Hayes Circle Two Lot Transfer			\$192.00		
	56831		07/26/2022	Annual Resurfacing			\$752.25		

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
100594	56854	Open	07/26/2022	MLK Sculpture CDs			\$3,880.21		
	56878		07/26/2022	Airport Fuel Farm 100LL Tank Replacement		\$875.00			
	56879		07/26/2022	Airport Fuel Farm Backup Power		\$218.75			
	56908		07/28/2022	Airport B533 Exterior		\$3,728.04			
	56535		06/27/2022	Airport B533 Exterior CM		\$8,665.70			
	56244		05/28/2022	Airport B533 Exterior		\$2,251.36			
56900	07/28/2022	Program Management		\$36,715.25					
	08/12/2022	Open		Accounts Payable	Zoom Imaging Solutions		\$255.63		
	Invoice		Date	Description			Amount		
Type Check Totals:									
EFT	IN2830082		07/25/2022	City of Marina			\$255.63		
				97 Transactions					
							\$485,011.80		
2480	08/12/2022	Open		Description	Marina Police Association-MPOA		\$250.00		
	Invoice		Date		Accounts Payable		Amount		
	08-05-22	08/05/2022		23 - MPOA Dues			\$250.00		
2481	08/12/2022	Open		Description	Police Officers Association - POA		\$1,350.00		
	Invoice		Date		Accounts Payable		Amount		
	08-05-22	08/05/2022		25 - POA Dues			\$1,350.00		
							\$1,600.00		
Type EFT Totals:									
905 - Chase - Checking Totals									
				2 Transactions					
				Checks	Status	Count	Transaction Amount	Reconciled Amount	
					Open	71	\$360,000.82	\$0.00	
					Reconciled	0	\$0.00	\$0.00	
					Voided	26	\$125,010.98	\$0.00	
					Stopped	0	\$0.00	\$0.00	
					Total	97	\$485,011.80	\$0.00	
				EFTs	Status	Count	Transaction Amount	Reconciled Amount	
					Open	2	\$1,600.00	\$0.00	

Payment Register

From Payment Date: 8/12/2022 - To Payment Date: 8/12/2022

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
					Reconciled	0	\$0.00	\$0.00	
					Voided	0	\$0.00	\$0.00	
					Total	2	\$1,600.00	\$0.00	
All	Status		Count	Transaction Amount		Reconciled Amount			
					Open	73	\$361,600.82	\$0.00	
					Reconciled	0	\$0.00	\$0.00	
					Voided	26	\$125,010.98	\$0.00	
					Stopped	0	\$0.00	\$0.00	
					Total	99	\$486,611.80	\$0.00	
Grand Totals:									
Checks	Status		Count	Transaction Amount		Reconciled Amount			
					Open	71	\$360,000.82	\$0.00	
					Reconciled	0	\$0.00	\$0.00	
					Voided	26	\$125,010.98	\$0.00	
					Stopped	0	\$0.00	\$0.00	
					Total	97	\$485,011.80	\$0.00	
EFTs	Status		Count	Transaction Amount		Reconciled Amount			
					Open	2	\$1,600.00	\$0.00	
					Reconciled	0	\$0.00	\$0.00	
					Voided	0	\$0.00	\$0.00	
					Total	2	\$1,600.00	\$0.00	
All	Status		Count	Transaction Amount		Reconciled Amount			
					Open	73	\$361,600.82	\$0.00	
					Reconciled	0	\$0.00	\$0.00	
					Voided	26	\$125,010.98	\$0.00	
					Stopped	0	\$0.00	\$0.00	
					Total	99	\$486,611.80	\$0.00	

AP Check Register 8.12.2022 - Settlement Check

Bank Account: 905 - Chase - Checking
Batch Date: 08/11/2022

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 905 - Chase - Checking						
Check	08/11/2022	100595	Accounts Payable	Randy Koster		3,000.00
	Invoice		Date	Description		Amount
	08-11-22		08/11/2022	Settlement Agreement		3,000.00
905 Chase - Checking Totals:						3,000.00
Checks:						\$3,000.00
Transactions: 1						

Marina, CA LIVE

SA Register 8.12.2022

Bank Account: 921 - Chase - Successor Agency

Batch Date: 08/12/2022

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 921 - Chase - Successor Agency						
Check	08/12/2022	91	Accounts Payable	Keyser Marston Associates		3,772.50
	Invoice			Description		Amount
	0037091		08/09/2022	Finance Administration July 2022		3,772.50
921 Chase - Successor Agency Totals:						3,772.50
Checks: 1						\$3,772.50
Transactions: 1						\$3,772.50



DRAFT

Agenda Item: **8b(1)**
City Council Meeting of
August 16, 2022

MINUTE

Tuesday, July 26, 2022

6:00 P.M. Open Session

**SPECIAL MEETING
CITY COUNCIL, AIRPORT COMMISSION,
MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE
COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER
MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER
SUSTAINABILITY AGENCY**

Council Chambers
211 Hillcrest Avenue
Marina, California

Zoom Meeting URL: <https://zoom.us/j/730251556>

Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

In accordance with California Government Code §54953(e)(1)(A) and (C) and the Proclamation of a State of Emergency issued by Governor Newsom on March 4, 2020, under the provisions of Government Code §8625 related to the COVID-19 (coronavirus) pandemic, consistent with recommendations by State and local health officials regarding social distancing and in order to prevent an imminent risk to the health and safety of attendees as determined in Resolution 2022-94, public participation in City of Marina City Council public meetings shall be electronic only and without a physical location for public participation until the earlier of March 31, 2022, or such time as the City Council may adopt a resolution in accordance with Government Code §54953(e)(3). This meeting is being broadcast “live” on Access Media Productions (AMP) Community Television Cable 25 and on the City of Marina Channel and on the internet at <https://accessmediaproductions.org/>

1. CALL TO ORDER
2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

MEMBERS PRESENT: Cristina Medina Dirksen, David Burnett, Lisa Berkley, Mayor Pro-Tem/Vice Chair Kathy Biala, Mayor/Chair Bruce C. Delgado
3. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)
4. OTHER ACTIONS:
 - a. City Council adopting a Resolution determining that the public interest and necessity demand the acquisition of a ladder truck and construction of certain municipal improvements, and their financing through the issuance of General Obligation Bonds and making findings relating thereto; and

Introduce and hold a first reading of an Ordinance ordering the submission of a proposition incurring bonded indebtedness to the qualified voters of the City of Marina at the general municipal election to be held on November 8, 2022, for the purpose of financing the acquisition of a ladder truck and the construction of certain municipal improvement projects.

Council Questions: Is there any harm or downside to putting something on the measure now and then doing a special election to in the fall? what are the pluses and minuses of trying and seeing versus and having to do it again? If we were to put it on the November election it would cost about 70,000 or \$75,000, right? As to the consultants that you've spoken with since our last council meeting if anything was discussed regarding equity? Last time we had a public hearing on the bond measure Layne, you said that the ladder truck was determined not to be able to be on a bond measure and its very much part of your staff report so could you explain the change, please? If we open in California which of our current 2 stations would close? Why can't developer facility public impact fees from new development be used for fire stations, community centers etc. instead of requiring a bond? How are we doing on our response time for the northern neighborhoods, such as Cosky and Cardoza? Why should the northernmost residence pay for a bond, open up the station on California in June if they're still going to have substandard response time? Why didn't the developers pay for the fire station if we need at Imjin and California and in the future why doesn't the develop or pay for a new fire station out near Marina Station? What is the correct time on street maintenance? If we were to put the bond on the ballot this November or next year, or whenever we do it and we're very fortunate in passes with 67% of the vote or higher, how long before residents would start okay let's say \$65 a year, or per \$100,000 their assessed property value? If we saw this coming with the development happening years ago were these needs ever forecasted and why is it now that we're in the situation? What percentage of our property tax goes to the state for education? What you painted is a picture that we do not have the economic drivers to support our services, is that what you're saying? Having worked at other cities have there been instances, or do you know of any instances of cities, say outside of Silicon Valley or San Francisco that can support itself alone with its property taxes? Is what we're asking an anomaly or is this a trend and necessary for most cities our size? If a bond measure passes, we get \$65 from every property owner, where every \$100,000 assessed value how much of that would go back to the city versus the State or the county? Is the city looking at any of the state's surplus or grants? We already know the entitled Development Agreements, and probably Marina Station is going to be coming up soon, so that we have the Dune Sea Haven and Marina Station, we know, unless there's some kind of force majeure or something bad that really happens, we can sort of predict, based on the agreement when the new developments are going to come to bear can we not predict, based on that a general assessment of how, how much those that property tax rate is going to decrease? The ladder truck, since it's on the bond measure That's not that shouldn't take like 2 3 years like with the building a station, for example, can we purchase that like right away if we have this bond approved as opposed to waiting 2 or 3 years, is it possible to get that need met? Where would we house the truck? If we put this on the ballot now, our hands are tied to the degree or this type of outreach we can do; can you tell us what we can do? If we were to go to the November ballot, 2022 would we have a consulting agency to help us or not? What is the first day that mail-in ballots start being cast? If we were to put ourselves in this position where we had 2 months to get everything done, how would that impact your ability to work on other large projects that you're working on? If we engage with these consultants, and you are sure that they have said, if it's for a March election, that they will be on board with us at this moment is that correct? If we said yes, we would like to do this in March, when do they start engaging?

Public Comments:

- John Laroco – First 1.5 million deficit spending congratulations first to the board for getting that down and running at an operating cost that's sustainable. What are our operating costs? Are we on a positive cash flow on that? Have We stopped city land sales to pay the bills? How many measures are the city homeowners currently paying for? Does the city participate in the events around the Monterey Bay

area, such as car shows? Commented on current property taxes and asked what comes back to the city. Asked about an amortization payment schedule over a 30-year period for the bond. Asked about the city's reserve accounts.

- Richardo Orbegosa – Commented about putting money into old buildings doesn't really get us anything long term. In favor of this even if it does increase our overall property values in terms of you know the better-quality city and it will also bring in groups like kids and seniors. Asked is there time for this to be well written, to work out legal kinks, to work out rebuttals, to work out design flaws in the language?
- Les Martin – Great Discussion, and these requirements are extremely important. There's so much you can do with modernizing the building from your current revenue, but to get things up to modern code is really hard. Absolutely need these facilities. Expects 21st century facilities for my city. Issuing a bond for this long-term construction of these kind of projects is perfectly appropriate, not a sales tax. The sales tax should be funding the maintenance of these facilities in the future. Spoke to neighbors in the Dunes area and they will support this if it means a fire station just up the street.
- Dr. Catina Smith – Thinks this bond measure for the cost of what we're going to be paying for it is phenomenal if you think about folks wanting to make their home here in Marina. It's an investment in that home. Spoke about the draw it will have from other communities into Marina. Commented on current city facility and looking forward to seeing the city with a senior center, a place where people could get together to have live performances with bands to have a place that has a nice display of the culture we have here in town. to have green spaces. Thank you for being so thoughtful about what it is that you're putting forward, and I hope we can get this on the ballot soon.
- Mike Owen – Wants the Council to appreciate that 39% in opposition not be surprised that they coalesce into a formal opposition and present an argument on the ballot measure. Commented on the outreach and guidance to the voters to educate them on this. Believes the city is shooting themselves in the foot if they're rushed to put this on the November ballot. Asked if this proposed ballot measure passes what's going to happen to the existing buildings? Commented on the photos Mayor Pro Tem Biala presented.
- Pat Mahoney – In support of the bond measure but noted that there will be a strain on the residents who are on limited income. Will there be a deferment program for those who are low-income?
- Liesbeth Visscher – good to hear more about Marina's history. Helped to get three measures on the ballot for the 2018 election and learned how important it is to educate the residents. Hopes the city will consider special fees or waving fees for residents who cannot afford this extra tax. Commented on the photos showed by Mayor ProTem Biala. Hopes that the bonds will be placed on the ballot this November and is to help again.
- Linda Sanders – Noted that this is not the right time for a bond measure of this nature. There are many very positive things in your bond, but the transparency just isn't there. Commented on inflation and seniors on fixed income. Spoke about the rise of construction costs over the last 50-years. No information has been given of the proposed buildings to fall under this bond.
- John Sanders – Suggested Locke Paddon as an excellent site, there are many very positive things in your bond, but the transparency just isn't there. Noted that there have not been any public dialogue or meetings to get input about this bond measure. Stated that the information in the packet is vague, misleading, and omitted the public facilities impact fee. Commented on the public survey and that it does not substitute for public engagement.
- Tommy Bolea – Commented on the public survey and it only being in English. Asked if copies of the survey were available to the public. Asked the following questions: if the bond does not pass what is Plan B? Does a fire truck have to always roll out on medical calls? Are there statistics from our police and fire in gaining funding from the county or state? Can Ad-hoc meetings be done to talk about raising

taxes? What was the cost of the survey? What does Marina have in existing funds? Can we buy the existing ladder truck? Opposes the bond measure.

- Grace Silva-Santella – Thanked City Manager for his presentation, helped with a lot of questions she had. Worked on the bond measure that helped secure and construct the Marina Library. Spoke about who started raising the funds to purchase the land and the citizens who came together and organized the movement to pass Measure R by almost 80% voter approval to build the library. Spoke about the FPFC new stringent rules on what cities can do to inform residents and what a vote to move this forward would do. Thinks council should follow the lead of the residents, who worked very hard and over a long period of time to get our library built and that each Council members should appoint maybe 2 citizens to spend some time with the staff, to look at different options. Asked if do a special election, what percentage is \$80,000 of a 50-million-dollar bond? Council should organize a citizens group to look at this thoroughly, move forward, but don't move forward before that.
- Karen Andersen – Previously we had been talking about an average of \$105 per \$100,000 of assessed valuation, the current paperwork it's looking more like \$62, \$61.34 cents per \$100,000 of assessed value, so, I'm wondering in what cases is it higher or lower?
- Peter Le – Asked how the city will finance the construction of the second fire station? Can the Council explain to me and the residents and living in the North parts of Marina, how can we benefit from the new station on Imjin and California? How can you justify us paying the taxes for that construction? Can the city manager explain how the assessment tax rate goes from \$105 go to \$75, and now \$61.00; what are the fact that it's lower these tax rates? what's the rough estimate of the interest the city would pay for the 50-million-dollar bonds?
- Mark Sweeney – Answered some of the public's questions relating to the Marina Fire Department and its responses to calls; questions related to fire station one moving, which is not part of this bond. Spoke about Marina Fire Station 2, which is located out at the Marina Airport and is at the far extreme outside edge of the city's boundary and needs to be moved to. better serve the community. Encourage anyone from the public to come by the fire stations and ask us these questions; ask us what we do on a day-to-day basis, why we respond to certain calls, and how this will benefit the community.

DELGADO/BIALA: THAT WE DO NOT PUT THIS ON THE NOVEMBER 2022 BALLOT, BUT WE GIVE DIRECTION TO STAFF TO COME BACK TO US WITH THE NEXT STEPS THAT THEY DEEM APPROPRIATE, AS WE CONSIDER POTENTIALLY DOING THIS IN THE NEAR FUTURE INSTEAD OF NOVEMBER 2022. 5-0-0-0 Motion Passes by Roll Call Vote

5. ADJOURNMENT: The meeting adjourned at 9:58 P.M.

Anita Sharp, Deputy City Clerk

ATTEST:

Bruce C. Delgado, Mayor

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
August 16, 2022

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2022-,
APPROVING ADVERTISING AND CALL FOR BIDS FOR THE
CALIFORNIA AVENUE PEDESTRIAN CROSSING INSTALLATION
PROJECT.**

RECOMMENDATION:

It is requested that the City Council consider

1. Adopting Resolution 2022- approving advertising and call for bids for the execution of the California Avenue Pedestrian Crossing Installation project.

BACKGROUND:

On May 21, 2019, the Marina City Council adopted Resolution No. 2019-54 receiving and approving the 2019-2021 Capital Improvement Program (CIP). Included in the list of 2019-2021 CIP projects is the California Avenue Pedestrian Crossing Installation project.

The California Avenue Pedestrian Crossing Installation project is identified as a safety requirement due to the Sea Haven Development to allow pedestrian to access the walkway on the west side of California Avenue. This project is identified and part of the Seaside & Marina Safe Walking & Biking to School Plan.

On April 7, 2020, the City Council passed Resolution No. 2020-30, approving a professional services agreement between the City of Marina and Wallace Group (WG) for Program Management, On-call Design and On-call Construction Management, and Construction Inspection services for projects in the Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP).

On November 16, 2021, the city Council passed Resolution No. 2021-119 receiving and approving final budget document for Fiscal Year (FY) 2021-22 and FY 2022-23. FY 2021-22 includes appropriation of \$370,000 for additional funding for this project.

ANALYSIS:

Staff issued an on-call work order for Wallace Group to design and prepare bidding documents (plans, specifications, and estimates) for the proposed pedestrian crossing. After evaluation of the site, a Pedestrian Hybrid Beacon (PHB) was recommended due to vehicular volume and speed limit along California Avenue. Site plans are shown in **EXHIBIT A**.

This project includes installation of a crosswalk and two new ADA compliant curb ramps on the southwest side of the intersection with a PHB and associated electrical system. In addition, work will require conform curb, gutter, and sidewalk, asphalt concrete pavement; pavement markings and striping and associated miscellaneous work for a complete and operational pedestrian crossing in accordance with bidding documents. Bidding documents are available for review at the office of the City Public Works Director.

FISCAL IMPACT:

This action, approving advertising and call for bids does not have fiscal impact. This is an approved CIP project with funding amount of \$ 75,000 (FY 2019-2021) and \$370,000 (FY 2021-2022) for a total project funding of \$445,000.

The Engineer's Opinion of Probable Construction Cost for this project is \$370,000. If an award is made for this project funding will come from CIP HSR 2005.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

This action, approving advertising and call for bids for the California Avenue Pedestrian Crossing Installation Project is not a project under CEQA.

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

Elvie Morla-Camacho, P.E., QSD/P
Project Management Services
Wallace Group

REVIEWED/CONCUR:

Brian McMinn, P.E., P.L.S.
Public Works Director/City Engineer
City of Marina

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2022-

APPROVING ADVERTISING AND CALL FOR BIDS FOR THE CALIFORNIA AVENUE PEDESTRIAN CROSSING INSTALLATION PROJECT.

WHEREAS, On May 21, 2019, the Marina City Council adopted Resolution No. 2019-54 receiving and approving the 2019-2021 Capital Improvement Program (CIP). Included in the list of 2019-2021 CIP projects is the California Avenue Pedestrian Crossing Installation project; and

WHEREAS, The California Avenue Pedestrian Crossing Installation project is identified as a safety requirement due to the Sea Haven Development to allow pedestrian to access the walkway on the west side of California Avenue. This project is identified and part of the Seaside & Marina Safe Walking & Biking to School; and

WHEREAS, On April 7, 2020, the City Council passed Resolution No. 2020-30, approving a professional services agreement between the City of Marina and Wallace Group (WG) for Program Management, On-call Design and On-call Construction Management, and Construction Inspection services for projects in the Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP); and

WHEREAS, On November 16, 2021, the city Council passed Resolution No. 2021-119 receiving and approving final budget document for Fiscal Year (FY) 2021-22 and FY 2022-23. FY 2021-22 includes appropriation of \$370,000 for additional funding for this project; and

WHEREAS, Staff issued an on-call work order for Wallace Group to design and prepare bidding documents (plans, specifications, and estimates) for the proposed pedestrian crossing. After evaluation of the site, a Pedestrian Hybrid Beacon (PHB) was recommended due to vehicular volume and speed limit along California Avenue. Site plans are shown in Exhibit 1; and

WHEREAS, this project includes installation of a crosswalk and two new ADA compliant curb ramps on the southwest side of the intersection with a PHB and associated electrical system. In addition, work will require conform curb, gutter, and sidewalk, asphalt concrete pavement; pavement marking and striping and associated miscellaneous work for a complete and operational pedestrian crossing in accordance with bidding documents. Bidding documents are available for review at the office of the City Public Works Director; and

WHEREAS, this action, approving advertising and call for bids does not have fiscal impact. This is an approved CIP project with funding amount of \$ 75,000 (FY 2019-2021) and \$370,000 (FY 2021-2022) for a total project funding of \$445,000. The Engineer's Opinion of Probable Construction Cost for this project is \$370,000. If an award is made for this project funding will come from CIP HSR 2005; and

WHEREAS, that this action, approving advertising and call for bids for the California Avenue Pedestrian Crossing Installation Project is not a project under CEQA.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby approve the advertisement and call for bids for the construction of the California Avenue Pedestrian Crossing Installation project.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 16th day of August 2022, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ATTEST:

Bruce C. Delgado, Mayor

Anita Sharp, Deputy City Clerk

CALIFORNIA AVENUE PEDESTRIAN CROSSING INSTALLATION

FOR THE

CITY OF MARINA

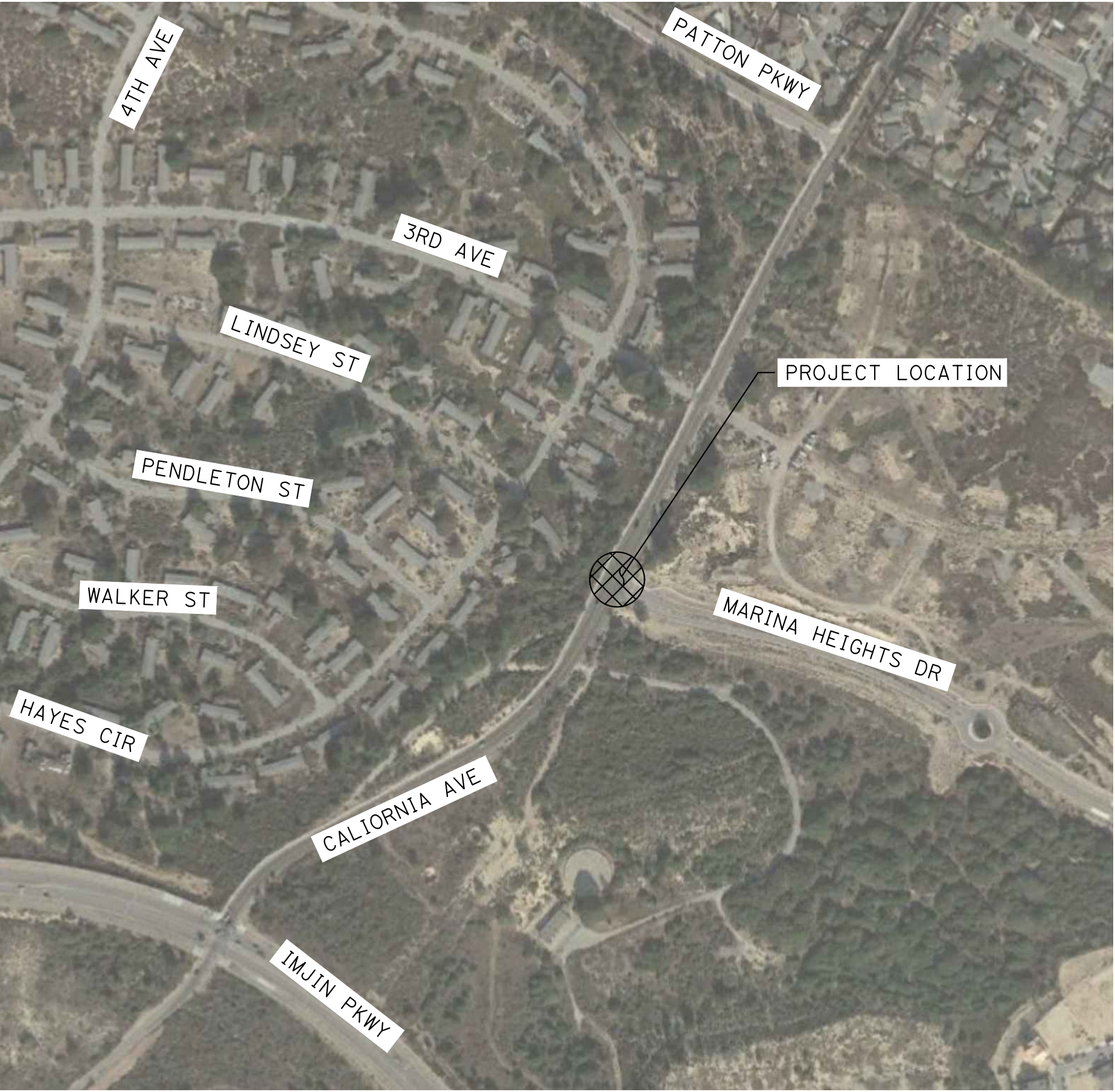
EXHIBIT A

FOR USE IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS, THE STANDARD DETAILS OF THE CITY OF MARINA AND
THE STANDARD SPECIFICATIONS OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DATED 2018

CIP No. HSR 2005



**CITY OF MARINA
VICINITY MAP**
NO SCALE



LOCATION MAP
NO SCALE

INDEX OF PLANS

NO	SHEET ID	DESCRIPTION
1	T-1	TITLE SHEET
2	GN-1	GENERAL NOTES
3	PC-1	PROJECT CONTROL PLAN
4	DM-1	REMOVAL PLAN
5	C-1	CONSTRUCTION DETAILS
6	PD-1	PAVEMENT DELINEATION PLAN
7-9	E-1 TO E-3	PEDESTRIAN HYBRID BEACON SYSTEM AND ELECTRICAL DETAILS



Know what's below.
Call before you dig.

Approved for Construction:

Public Works Director/City Engineer

Date

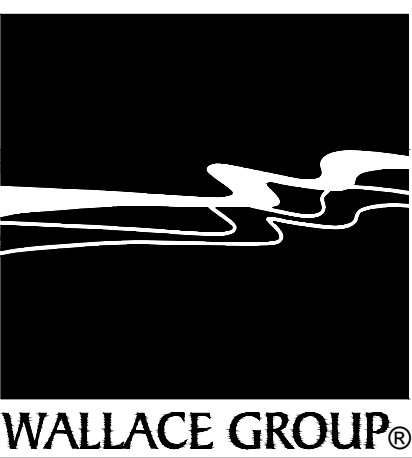


211 Hillcrest Avenue
Marina, CA 93933

CITY OF MARINA
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ AS SHOWN
VERT
ORIGINAL SCALE IN INCHES
FOR REDUCED PLANS
0 1 2

REVISIONS					
NO.	BY	DATE	DESCRIPTION	APPROVED BY	DATE
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CIVIL AND TRANSPORTATION ENGINEERING
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECTURE
MECHANICAL ENGINEERING
PLANNING
PUBLIC WORKS ADMINISTRATION
SURVEYING / GIS SOLUTIONS
WATER RESOURCES

612 CLARION COURT
SAN LUIS OBISPO, CA 93401
T 805 544-4011 F 805 544-4294
www.wallacegroup.us

PROJECT ENGINEER

PLANS APPROVAL DATE

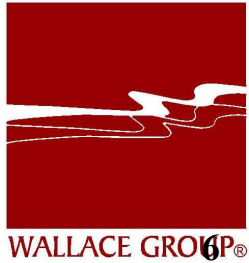
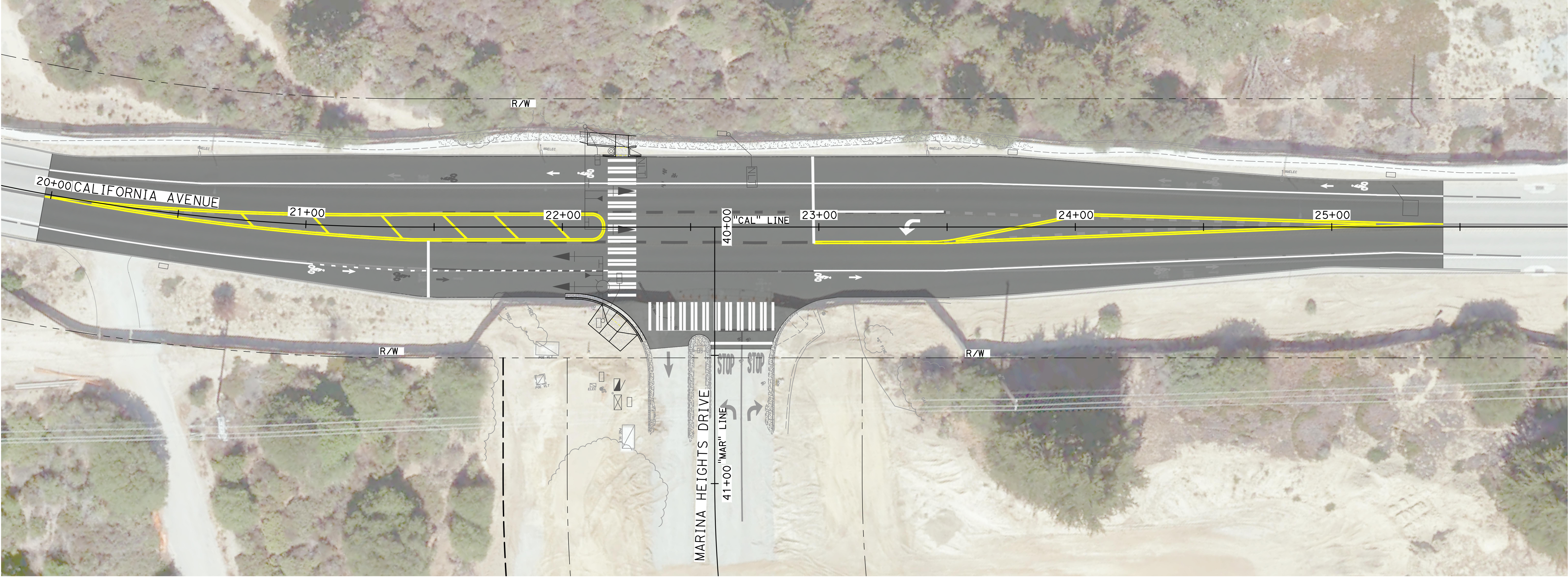


**CALIFORNIA AVENUE PEDESTRIAN
CROSSING INSTALLATION**

TITLE SHEET

T-1

DESIGNED BY	DRAWN BY	CHECKED BY	JOB NUMBER	SHEET	OF
PKM	PKM	SMH	1585-0006	1	9



Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of August 16, 2022

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION 2022-,
RECOGNIZING A LOCAL EMERGENCY PERSISTS, RE-RATIFYING THE
PROCLAMATION OF A STATE OF EMERGENCY BY GOVERNOR
NEWSOM ON MARCH 4, 2020, AND RE-AUTHORIZING REMOTE
TELECONFERENCE MEETINGS OF THE CITY COUNCIL OF THE CITY OF
MARINA AND ITS CONSTITUENT BODIES FOR THE PERIOD AUGUST 21,
2022, THROUGH SEPTEMBER 19, 2022, PURSUANT TO BROWN ACT
PROVISIONS.**

REQUEST:

It is requested that the City Council consider:

1. Adopting Resolution No. 2022-, regarding the Ralph M. Brown Act (California Government Code §§54950-54963, hereinafter the “Brown Act”) making certain findings; and authorizing the City to continue to implement remote teleconferenced public meetings of the City Council and its constituent bodies for the period August 21, 2022, through September 19, 2022.

BACKGROUND:

Government Code §54953(e) allows cities to continue to meet remotely during states of emergency proclaimed by the Governor under modified Brown Act requirements that are similar to but not identical to the rules and procedures established by the prior Executive Orders of Governor Newsom relating to the relaxation of certain Brown Act requirements during the COVID-19 pandemic.

Government Code §54953(e) authorizes local agencies to use teleconferencing without complying with teleconferencing requirement imposed by the Brown Act during a declared state of emergency when state or local health officials have imposed or recommended measures to promote social distancing during the proclaimed state of emergency or when the legislative body had determined by majority vote that meeting in person would present imminent risks to the health or safety of attendees.

At a special meeting held on October 5, 2021, the City Council adopted Resolution 2021-104 regarding the Brown Act making certain findings, and authorizing the City to implement remote teleconferenced public meetings of the City Council and its constituent bodies might be held without compliance with Government Code §54953(b)(3) for the period October 5, 2021 through November 4, 2021; subsequently on November 2, 2021, the Council adopted Resolution 2021-113 extending that period until December 2, 2021; on November 16, 2021, the Council adopted Resolution 2021-118 extending that period until December 16, 2021; on December 14, 2021, the Council adopted Resolution 2021-134 extending that period until January 13, 2022; and on January 11, 2022, the Council adopted Resolution 2022-02 extending that period to February 10, 2022; and on February 1, 2022, the Council adopted Resolution No. 2022-13, extending that period until March 3, 2022; on March 1, 2022 Council adopted Resolution No. 2022-32, extending that period to March 31, 2022, on March 15, 2022 Resolution 2022-34; April 19, 2022 Resolution No. 2022-48, and on May 17, 2022 adopted Resolution No. 2022-54; on June 21, 2022 Resolution No. 2022-78; on July 19, 2022, Resolution No. 2022-94 extending the period during which remote

teleconferenced public meetings of the City Council and its constituent bodies might be held without compliance with Government Code §54953(b)(3) to August 20, 2022.

ANALYSIS:

On June 11, 2021, Governor Newsom issued Executive Order N-08-21 which among other things rescinded his prior Executive Order N-29-20 and set the date of October 1, 2021, for public agencies to transition back to public meetings held in full compliance with the Brown Act.

As the Delta variants surged in California, the legislature took action to extend the COVID-19 exemptions to the Brown Act's teleconference requirements, subject to some additional requirements. California and Monterey County are presently continuing to experience cases of the rapidly-spreading Omicron variant. Assembly Bill 361 amended Government Code §54953 and allowed a local agency to use teleconferencing in any of the following circumstances without complying with certain Brown Act provisions:

1. The legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing.
2. The legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.
3. The legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote taken at a meeting held for the purpose described in 2 above, that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

A local agency that holds a meeting under any of these circumstances would be required to follow certain requirements listed in the attached Resolution, in addition to giving notice of the meeting and posting agendas as required under the Brown Act. These additional requirements are intended to protect the public's right to participate in the meetings of local agency legislative bodies. The City of Marina adheres to the listed requirements.

Government Code §54953(e)(3) provides that if the state of emergency remains active for more than 30 days, a local agency must make the following findings by majority vote every 30 days to continue using the exemption to the Brown Act teleconferencing requirements:

- The legislative body has reconsidered the circumstances of the emergency; and
- Either of the following circumstances exist: the state of emergency continue to directly impact the ability of members to meet safely in person or State or local officials continue to impose or recommend social distancing measures.

The goal of Government Code §54953 as revised by AB 361 is to improve and enhance public access to local agency meetings during the COVID-19 pandemic and future applicable emergencies by allowing broader access through teleconferencing options. The current version of Government Code §54953 became effective on September 16, 2021, with a sunset of the present version on January 1, 2024.

FISCAL IMPACT:

None identified.

CONCLUSION:

This request is submitted for City Council consideration and possible adoption of a resolution proclaiming a local emergency persists, re-ratifying the proclamation of a state of emergency by Governor Newsom on March 4, 2020, and re-authorizing remote teleconference meetings of the City Council of the City of Marina and its constituent bodies for the period August 21, 2022, through September 19, 2022, pursuant to Brown Act provisions.

Respectfully submitted,

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2022-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA RECOGNIZING A LOCAL EMERGENCY PERSISTS, RE-RATIFYING THE PROCLAMATION OF A STATE OF EMERGENCY BY GOVERNOR NEWSOM ON MARCH 4, 2020, AND RE-AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE CITY COUNCIL OF THE CITY OF MARINA AND ITS CONSTITUENT BODIES FOR THE PERIOD AUGUST 21, 2022, THROUGH SEPTEMBER 19, 2022, PURSUANT TO BROWN ACT PROVISIONS.

WHEREAS, the City of Marina is committed to preserving and nurturing public access and participation in meetings of the City Council and its constituent bodies; and

WHEREAS, all meetings of City of Marina's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the City's legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provision for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the City's boundaries, caused by natural, technological or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the City Council previously adopted Resolution No. 2021- 104 on October 5, 2021, Resolution 2021-113 on November 2, 2021, Resolution 2021-118 on November 16, 2021, Resolution 2021-134 on December 14, 2021, Resolution 2022-02 on January 11, 2022, Resolution 2022-13 on February 1, 2022, Resolution No. 2022-13 on March 1, 2022, Resolution 2022-32, on March 15, 2022 Resolution 2022-34; April 19, 2022 Resolution No. 2022-48, and on May 17, 2022 Resolution No. 2022-54; on June 21, 2022 Resolution No. 2022-78; on July 19, 2022 Resolution No. 2022-94 extending the period during which remote teleconferenced public meetings of the City Council and its constituent bodies might be held without compliance with Government Code §54953(b)(3) to August 20, 2022; and

WHEREAS, as a condition of extending the use of the provisions found in section 54953(e), the City Council must reconsider the circumstances of the state of emergency that exists in the City, and the City Council has done so; and

WHEREAS, emergency conditions persist in the City, specifically, the March 4, 2020, proclamation by the Governor of a state of emergency in the State of California due to COVID-19 and the March 13, 2020, proclamation of a state of emergency in the City of Marina by the City Manager, as the City's Director of Emergency Services, due to COVID-19 which was subsequently ratified by the

WHEREAS, on September 22, 2021, the County of Monterey Health Department issued a Recommendation Regarding Social Distancing Including Remote Meetings of Legislative Bodies, attached hereto as **Attachment 1**; and

WHEREAS, the City Council does hereby find that California and Monterey County are presently continuing to experience cases of the rapidly-spreading COVID-19 Omicron variant and as of June 13, 2022, the federal Centers for Disease Control and Prevention rated the risk level for community transmission of COVID-19 in Monterey County as medium with a case rate of 29.9 individuals per 100,000 persons, as of June 13, 2022, a total of 750 persons have died of COVID-19 and 367 persons are reported as new cases currently suffering from COVID-19 with 27 persons reported hospitalized in Monterey County by the County Health Department; this situation has and will continue to cause, conditions of peril to the safety of persons within the City that are likely to be beyond the control of services, personnel, equipment, and facilities of the City, and desires to recognize and affirm a local emergency exists and re-ratify the proclamation of state of emergency by the Governor of the State of California and to recognize the County of Monterey Health Department's recommendation regarding social distancing; and

WHEREAS, as a consequence of the local emergency persisting, the City Council does hereby find that the City Council and its constituent bodies shall continue to conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such legislative bodies shall continue to comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, the City of Marina will continue to implement the following measures for meetings of its City Council and its constituent bodies:

- Allow the public to access the meeting and require that the agenda provide an opportunity for the public to directly address the legislative body pursuant to the Brown Act's other teleconferencing provisions.
- In each instance when the local agency provides notice of the teleconferenced meeting or posts its agenda, give notice for how the public can access the meeting and provide public comment.
- Identify and include in the agenda an opportunity for all persons to attend via a call-in or an internet-based service option; the legislative body need not provide a physical location for the public to attend or provide comments.
- Conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the public.
- Stop the meeting until public access is restored in the event of a service disruption that either prevents the local agency from broadcasting the meeting to the public using the call-in or internet-based service option or is within the local agency's control and prevents the public from

submitting public comments (any action taken during such a service disruption could be challenged under the Brown Act's existing challenger provisions).

Resolution No. 2022-
Page Three

- Not require comments be submitted in advance (though the legislative body may provide that as an option) and provide the opportunity to comment in real time.
- Provide adequate time for public comment, either by establishing a timed public comment period or by allowing a reasonable amount of time to comment.
- If the legislative body uses a third-party website or platform to host the teleconference, and the third-party service requires users to register to participate, the legislative body must provide adequate time during the comment period for users to register and may not close the registration comment period until the comment period has elapsed.

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

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The City Council hereby reconsiders the conditions of the state of emergency in the City and proclaims that a local emergency persists throughout the City, and:

(a) On September 22, 2021, the County of Monterey Health Department issued a Recommendation Regarding Social Distancing Including Remote Meetings of Legislative Bodies; and

(b) California and Monterey County are presently continuing to experience cases of the rapidly-spreading COVID-19 Omicron variant and as of June 13, 2022, the federal Centers for Disease Control and Prevention rated the risk level for community transmission of COVID-19 in Monterey County as medium with a case rate of 29.9 individuals per 100,000 persons, as of June 13, 2022, a total of 750 persons have died of COVID-19 and 367 persons are reported as new cases currently suffering from COVID-19 with 27 persons reported hospitalized in Monterey County by the County Health Department; and this has caused, and will continue to cause, conditions of peril to the safety of persons within the City that are likely to be beyond the control of services, personnel, equipment, and facilities of the City.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The City Council hereby reconsiders and re-ratifies the Governor of the State of California's Proclamation of State of Emergency, effective as of its issuance date of March 4, 2020.

Section 4. Remote Teleconference Meetings. The City Manager and legislative bodies of the City of Marina, the City Council and its constituent bodies, are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, continuing to conduct open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 5. Effective Date of Resolution. This Resolution shall take effect on immediately upon its adoption and shall be effective until the earlier of (i) August 20, 2022, or such time the City Council adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the City Council of the City of Marina and its constituent bodies may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

Resolution No. 2022-
Page Four

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting held this 16th day of August 2022, by the following vote:

AYES, COUNCIL MEMBERS:

NOES, COUNCIL MEMBERS:

ABSENT, COUNCIL MEMBERS:

ABSTAIN, COUNCIL MEMBERS:

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk



COUNTY OF MONTEREY HEALTH DEPARTMENT

Elsa Mendoza Jimenez, Director of Health

Administration Animal Services Behavioral Health Clinic Services
Emergency Medical Services Environmental Health Public Administrator/Public Guardian Public Health

Recommendation Regarding Social Distancing Including Remote Meetings of Legislative Bodies

Issued: September 22, 2021

The Monterey County Health Department continues to recommend that physical and social distancing strategies be practiced in Monterey County, which includes remote meetings of legislative bodies of local agencies, to the extent possible.

Monterey County continues to experience transmission of COVID-19 locally. Physical and social distancing is still an effective measure to reduce the spread of COVID-19, especially when combined with use of face coverings, frequent hand washing, staying home when ill, testing, and vaccination with U.S. Food and Drug Administration approved or authorized COVID-19 vaccines.

Remote meetings of legislative bodies allow for the virtual participation of agency staff, presenters, and community members in safer environments, with less risk of exposure to SARS-CoV-2, the virus that causes COVID-19.

The Monterey County Health Officer will continue to monitor local metrics and the necessity of this recommendation.

August 11, 2022,

Item No. **8k(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of August 16, 2022

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2022-, APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF MARINA AND AXIOM HOME TECH TO INSTALL THE MARINA LIBRARY AUDIO-VISUAL SYSTEM, RECEIVING, ALLOCATING, AND APPROPRIATING \$7,500 FROM THE FRIENDS OF MARINA LIBRARY (FOML), ALLOCATING AND APPROPRIATING \$11,000 TO THE PROJECT BUDGET, AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENTS ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY, AUTHORIZING THE CITY MANAGER TO AMEND THE CONTRACT TO INCREASE THE CONTRACT LIMIT UP TO AN ADDITIONAL 10% OF THE CONTRACT AMOUNT, AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES.

REQUEST:

It is requested that the City Council consider:

1. Adopting Resolution No. 2022-, approving a professional services agreement between the City of Marina and Axiom Home Tech to install the Marina Library AV System (**EXHIBIT A**); and
2. Receiving, allocating, and appropriating \$7,500 from the Friends of Marina Library to the QLF2111 project budget; and
3. Allocating and appropriating \$11,000 from the unallocated General Fund balance to the QLF2111 project budget; and
4. Authorizing the City Manager to execute the agreements on behalf of the City subject to final review and approval by the City Attorney; and
5. Authorizing the City Manager to amend the contract to increase the contract limit up to an additional 10% of the contract amount in the event of material cost escalation; and
6. Authorizing the Finance Director to make necessary accounting and budgetary entries.

BACKGROUND:

On November 3, 2004, the City Council approved an agreement between the City of Marina and the Monterey County Free Library for construction, operations, and maintenance of the new marina library.

The community room of the Marina library with 1292 (sq-ft) and capacity for 86 people, has been one the most popular locations for Marina residents over the recent years to hold public events including: movie events, music events, storytelling events, various public and agency meetings. The room is equipped with a 120-inch drop down screen. However, lack of an appropriate audio-visual system including mounted projector, audio system, microphone, and other control equipment is limiting the extent and range of events in this room.

On Nov 16, 2021, the City Council approved and appropriated the budget for two years of the CIP projects including \$50,000 to install an audio-visual system in the Marina Library.

On April 21, 2022, the City staff issued and sent a Request for Qualifications (RFQ) to fifteen audio-visual installers. After the deadline for submitting RFQs, the City received only one proposal. Therefore, the City staff contacted installers via phone and emails to receive a sufficient number of proposals for this project.

Several site visits were conducted with interested audio-visual equipment installers over last three months to improve their proposals to make them as suitable as possible based on the City and library needs.

Representatives of Friends of Marina Library (FoML) participated in all meetings, site visits, and helped the staff throughout all of the process for selecting the qualified consultant.

ANALYSIS:

City staff received proposals from Axiom Home Tech (**EXHIBIT B**), AVI SPL, AVI Systems, ICS, and MJ Communications.

On July 28, 2022, an evaluation panel including City staff and representative of FoML evaluated the proposals and Axiom Home Tech was selected as the most qualified firm. The total cost of the Axiom proposal is \$56,741.57. This proposal includes a new screen (which will increase the screen size from 120 inch to 150 inch diagonal), a 6000 lumen laser projector, sound system with 26 speakers, 4 microphones, one DVD/CD player, two remote controls, and connection ports (VGA, HDMI, AppleTV, and Chromecast).

Additional electrical outlets will be installed under the general building improvement on-call contractor, William Thayer A. Construction Inc. City staff anticipates \$5,000 for the electrical work which will not be included in the agreed upon work with Axiom Home Tech.

FISCAL IMPACT:

The Axiom proposal plus the cost of electrical work is \$61,741.57. City staff recommends a 10% contingency for the project budget due to inflation and increasing costs due to supply chain delays through the construction time. The total cost of installation and contingency is anticipated to be \$67,915.

The City Council appropriated \$50,000 in the Capital Improvement Program budget for FY 2021-2022 for this project. The FoML has agreed to donate \$7,500 to the City of Marina for delivering the Marina Library AV System project. Therefore, the staff recommends allocation and appropriation of \$11,000 from the unallocated General Fund balance to the QLF2111 project budget.

Monterey County Free Libraries and FoML will maintain the AV equipment once installed.

CONCLUSION:

This request is submitted for City Council consideration and action.

Respectfully submitted,

Saber Messhenas, E.I.T.
Assistant Civil Engineer / Department of Public Works
City of Marina

REVIEWED/CONCUR:

Brian McMinn, P.E., P.L.S.
Public Works Director & City Engineer
City of Marina

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2022-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF MARINA AND AXIOM HOME TECH TO INSTALL THE MARINA LIBRARY AUDIO-VISUAL SYSTEM, RECEIVING, ALLOCATING, AND APPROPRIATING \$7,500 FROM THE FRIENDS OF MARINA LIBRARY (FOML), ALLOCATING AND APPROPRIATING \$11,000 TO THE PROJECT BUDGET, AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENTS ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY, AUTHORIZING THE CITY MANAGER TO AMEND THE CONTRACT TO INCREASE THE CONTRACT LIMIT UP TO AN ADDITIONAL 10% OF THE CONTRACT AMOUNT, AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES.

WHEREAS, The community room of the Marina library with 1292 (sq-ft) and capacity for 86 people, has been one the most popular locations for Marina residents over the recent years to hold public events including: movie events, music events, storytelling events, various public and agency meetings. The room is equipped with a 120-inch drop down screen. However, lack of an appropriate audio-visual system including mounted projector, audio system, microphone, and other control equipment is limiting the extent and range of events in this room; and

WHEREAS, on Nov 16, 2021, the City Council approved the budget for the CIP projects WHICH included \$50,000 to install an audio-visual system in the Marina Library; and

WHEREAS, on April 21, 2022, the City staff issued and sent a Request for Qualifications (RFQ) to fifteen audio-visual installers. After the deadline for submitting RFQs, the City received only one RFQ. Therefore, the City staff contacted installers via phone and emails to receive a sufficient number of proposals for this project; and

WHEREAS, several site visits were conducted with interested audio-visual equipment installers over last three months to improve their proposals to make them as suitable as possible based on the City and library needs; and

WHEREAS, representatives of Friends of Marina Library (FoML) participated in all meetings, site visits, and helped the staff throughout all of the process for selecting the qualified consultant; and

WHEREAS, City staff received proposals from Axiom, AVI SPL, AVI Systems, ICS, and MJ Communications. On July 28, 2022, an evaluation panel including City staff and representative of FoML evaluated the proposals and Axiom Home Tech was selected as the most qualified firm. The total cost of the Axiom proposal is \$56,741.57. This proposal includes a new screen (which will increase the screen size from 120 inch to 150 inch diagonal), a 6000 lumen laser projector, sound system with 26 speakers, 4 microphones, one DVD/CD player, two remote controls, and connection ports (VGA, HDMI, AppleTV, and Chromecast); and

WHEREAS, additional electrical outlets will be installed under the general building improvement on-call contractor, William Thayer A. Construction Inc. City staff anticipates \$5,000 for the electrical work which will not be included in the agreed upon work with Axiom Home Tech; and

WHEREAS, the Axiom proposal plus the cost of electrical work is \$61,741.57. City staff recommends a 10% contingency for the project budget due to inflation and increasing costs due to supply chain delays through the construction time. The total cost of installation and contingency is anticipated to be \$67,915; and

WHEREAS, The City Council appropriated \$50,000 in the Capital Improvement Program budget for FY 2021-2022 for this project. The FoML has agreed to donate \$7,500 to the City of Marina for delivering the Marina Library AV System project. Therefore, the staff recommends allocation and appropriation of \$11,000 from the unallocated General Fund balance to the QLF2111 project budget,

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Approve a professional services agreement between the City of Marina and Axiom Home Tech to install the Marina Library AV System (**Exhibit A**); and
2. Receive, allocate, and appropriate \$7,500 from the Friends of Marina Library to the QLF2111 project budget; and
3. Allocate and appropriate \$11,000 from the unallocated General Fund balance to the QLF2111 project budget; and
4. Authorize the City Manager to execute the agreements on behalf of the City subject to final review and approval by the City Attorney; and.
5. Authorize the City Manager to amend the contract to increase the contract limit up to an additional 10% of the contract amount in the event of material cost escalation; and
6. Authorize the Finance Director to make necessary accounting and budgetary entries.

PASSES AND ADOPTED, by the City Council of the City of Marina at a regular meeting duly held on the 16th day of August 2022 by the following vote:

AYES, COUNCIL MEMBERS:

NOES, COUNCIL MEMBERS:

ABSENT, COUNCIL MEMBERS:

ABSTAIN, COUNCIL MEMBERS:

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

**CITY OF MARINA
AGREEMENT FOR AUDIO-VISUAL EQUIPMENT INSTALLATION SERVICES**

THIS AGREEMENT is made and entered into on _____, 2022, by and between the City of Marina, a California charter city, hereinafter referred to as the "City," and Axiom Home Tech, hereinafter referred to as the "Contractor." City and Contractor are sometimes individually referred to as "party" and collectively as "parties" in this Agreement.

Recitals

- A. City desires to retain Contractor for audio-visual equipment installation services for the Marina Library Community Audio-Visual Equipment Upgrade Project, hereinafter referred to as the "Project."
- B. Contractor represents and warrants that it has the qualifications, experience and personnel necessary to properly perform the services as set forth herein.
- C. Consultant represents that it has the degree of specialized expertise contemplated within California Government Codes §§37103 and 53060 and holds all necessary licenses to practice and perform the services herein contemplated.
- D. City desires to retain Contractor to provide such services.

Terms and Conditions

For of good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and in consideration of the mutual promises contained herein, City and Contractor agree to the following terms and conditions:

1. Scope of Work.

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in Exhibit "A" attached hereto ("Scope of Work") and by this reference made a part hereof. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion.

(b) Contractor shall perform all such work with skill and diligence and pursuant to generally accepted standards of practice in effect at the time of performance. Contractor shall provide corrective services without charge to the City for work which fails to meet these standards and which is reported to Contractor in writing within sixty days of discovery. Should Contractor fail or refuse to perform promptly its obligations under this Agreement, the City may render or undertake the performance thereof and the Contractor shall be liable for any expenses thereby incurred.

(c) If services under this Agreement are to be performed by a design professional, as that term is defined in California Civil Code §2782.8(b)(2), design professional certifies that all design professional services shall be provided by a person or persons duly licensed by the State of California to provide the type of services described in Section 1(a). By delivery of completed work, design professional certifies that the work conforms to the requirements of this Agreement and all applicable federal, state and local laws, and the professional standard of care in California.

(d) Contractor is responsible for making an independent evaluation and judgment of all

relevant conditions affecting performance of the work, including without limitation site conditions, existing facilities, soils, hydrologic, geographic, climatic conditions, applicable federal, state and local laws and regulations and all other contingencies or considerations.

(e) City shall cooperate with Contractor and will furnish all information data, records and reports existing and available to City to enable Contractor to carry out work outlined in Exhibit "A." Contractor shall be entitled to reasonably rely on information, data, records and reports furnished by the City, however, the City makes no warranty as to the accuracy or completeness of any such information, data, records or reports available to it and provided to Contractor which were furnished to the City by a third party. Contractor shall have a duty to bring to the City's attention any deficiency or error it may discover in any information provided to the Contractor by the City or a third party.

2. Term of Agreement & Commencement of Work.

(a) Unless otherwise provided, the term of this Agreement shall begin on the date of its full execution and shall expire on June 30, 2023, unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:

(i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval, and;

(ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form, and;

(iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto, and;

(iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk.

(b) Contractor shall commence work on the Project on or by September 30, 2022. This Agreement may be extended upon written agreement of both parties. Contractor may be required to prepare a written schedule for the work to be performed, which schedule shall be approved by the City and made a part of Exhibit A, and to perform the work in accordance with the approved schedule.

3. Compensation.

(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement City shall compensate Contractor in an amount not to exceed fifty-six thousand seven hundred forty-one dollars and fifty-seven cents, \$56,741.57 in accordance with the provisions of this Section and the Cost Estimate attached hereto as Exhibit B and incorporated herein by this reference

(b) Invoice(s) in a format and on a schedule acceptable to the City shall be submitted to and be reviewed and verified by the Project Administrator (see Section 5(a)) and forwarded to the City's Finance Department for payment. City shall notify Contractor of exceptions or dispute items and their dollar value within fifteen days of receipt. Payment of the undisputed amount of the invoice will typically be made approximately thirty days after the invoice is submitted to the Finance Department.

(c) Contractor will maintain clearly identifiable, complete and accurate records with respect to all costs incurred under this Agreement on an industry recognized accounting basis. Contractor shall make available to the representative of City all such books and records related to this Agreement, and the right to examine, copy and audit the same during regular business hours upon 24-hour's notice for a period of four years from the date of final payment under this Agreement.

(d) Contractor shall not receive any compensation for Extra Work without the prior written authorization of City. As used herein, "Extra Work" means any work that is determined by the City to be necessary for the proper completion of the Project but which is not included within the Scope of Work and which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Compensation for any authorized Extra Work shall be paid in accordance with the prior written authorization.

(e) Expenses not otherwise addressed in the Scope of Services or the Fee Schedule incurred by Contractor in performing services under this Agreement shall be reviewed and approved in advance by the Project Administrator (Section 5(a)), be charged at cost and reimbursed to Contractor.

4. Termination or Suspension.

(a) This Agreement may be terminated in whole or in part in writing by either party in the event of a substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten days written notice of intent to terminate, and (2) provided an opportunity for consultation with the terminating party prior to termination.

(b) If termination for default is effected by the City, an equitable adjustment in the price provided for in this Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due the Contractor at the time of termination may be adjusted to cover any additional costs to the City because of the Contractor's default. If after the termination for failure of Contractor to fulfill its contractual obligations, it is determined that the Contractor had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the City.

(c) The City may terminate or suspend this Agreement at any time for its convenience upon not less than thirty days prior written notice to Contractor. Not later than the effective date of such termination or suspension, Contractor shall discontinue all affected work and deliver all work product and other documents, whether completed or in progress, to the City.

(d) If termination for default is effected by the Contractor or if termination for convenience

is effected by the City, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for termination shall provide for payment to the Contractor for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by Contractor relating to written commitments that were executed prior to the termination.

5. Project Administrator, Project Manager & Key Personnel.

(a) City designates as its Project Administrator Public Works Director/City Engineer Mr. Brian McMinn who shall have the authority to act for the City under this Agreement. The Project Administrator or his/her authorized representative shall represent the City in all matters pertaining to the work to be performed pursuant to this Agreement.

(b) Contractor designates [REDACTED] as its Project Manager who shall coordinate all phases of the Project. The Project manager shall be available to City at all reasonable times during the Agreement term.

(c) Contractor warrants that it will continuously furnish the necessary personnel to complete the Project on a timely basis as contemplated by this Agreement. Contractor, at the sole discretion of City, shall remove from the Project any of its personnel assigned to the performance of services upon written request of City. Contractor has represented to City that certain key personnel will perform and coordinate the work under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of the City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause.

6. Delegation of Work.

(a) If Contractor utilizes any subcontractors other than those set forth in Exhibit A section 2, consultants, persons, employees or firms having applicable expertise to assist Contractor in performing the services under this Agreement, Contractor shall obtain City's prior written approval to such employment. Contractor's contract with any subcontractor shall contain a provision making the subcontract subject to all provisions of this Agreement. Contractor will be fully responsible and liable for the payment, administration, completion, presentation and quality of all work performed. City reserves its right to employ other contractors in connection with this Project.

(b) If the work hereunder is performed by a design professional, design professional shall be directly involved with performing the work or shall work through his, her or its employees. The design professional's responsibilities under this Agreement shall not be delegated. The design professional shall be responsible to the City for acts, errors or omissions of his, her or its subcontractors. Negligence of subcontractors or agents retained by the design professional is conclusively deemed to be the negligence of the design professional if not adequately corrected by the design professional. Use of the term subcontractor in any other provision of this Agreement shall not be construed to imply authorization for a design professional to use subcontractors for performance of any professional service under this Agreement.

(c) The City is an intended beneficiary of any work performed by a subcontractor for purposes of establishing a duty of care between the subcontractor and the City.

7. **Skill of Employees.** Contractor shall ensure that any employees or agents providing services under this Agreement possess the requisite skill, training and experience to properly perform such services.

8. **Confidential and Proprietary Information.** In the course of performing services under this Agreement Contractor may obtain, receive, and review confidential or proprietary documents, information or materials that are and shall remain the exclusive property of the City. Should Contractor undertake the work on behalf of other agencies, entities, firms or persons relating to the matters described in the Scope of Work, it is expressly agreed by Contractor that any such confidential or proprietary information or materials shall not be provided or disclosed in any manner to any of Contractor's other clients, or to any other third party, without the City's prior express written consent.

9. **Ownership of Data.** Unless otherwise provided for herein, all documents, material, data, drawings, plans, specifications, computer data files, basis for design calculations, engineering notes, and reports originated and prepared by Contractor, or any subcontractor of any tier, under this Agreement shall be and remain the property of the City for its use in any manner it deems appropriate. Contractor agrees that all copyrights which arise from creation of the work pursuant to this Agreement shall be vested in the City and waives and relinquishes all claims to copyright or intellectual property rights in favor of the City. Contractor shall provide two (2) sets of reproducible of the above-cited items, except for the computer data files which shall consist of one (1) set. Contractor shall use all reasonable efforts to ensure that any electronic files provided to the City will be compatible with the City's computer hardware and software. Contractor makes no representation as to long-term compatibility, usability or readability of the format resulting from the use of software application packages, operating systems or computer hardware differing from those in use by the City at the commencement of this Agreement. Contractor shall be permitted to maintain copies of all such data for its files. City acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work and, should City use these products or data in connection with additions to the work required under this Agreement or for new work without consultation with and without additional compensation to Contractor, Contractor makes no representation as to the suitability of the work product for use in or application to circumstances not contemplated by the Scope of Work and shall have no liability or responsibility whatsoever in connection with such use which shall be at the City's sole risk. Any and all liability arising out of changes made by the City to Contractor's deliverables is waived against Contractor unless City has given Contractor prior written notice of the changes and has received Contractor's written consent to such changes.

10. **Conflict of Interest.**

(a) Contractor covenants that neither it, nor any officer or principal of its firm has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of the City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of the City in the performance of this Agreement. Contractor shall represent the interest of the City in any discussion or negotiation.

(b) City understands and acknowledges that Contractor may be, as of the date of commencement of services under this Agreement, independently involved in the performance of

non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of the City relative to such projects. Any future position of the City on such projects may result in a conflict of interest for purposes of this section.

(c) No official or employee of the City who is authorized in such capacity on behalf of the City to negotiate, make, accept, or approve, or take part in negotiating, making accepting or approving this Agreement, during the term of his or her tenure or service with City and for one year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof or obtain any present or anticipated material benefit arising therefrom.

11. Disclosure. Contractor may be subject to the appropriate disclosure requirements of the California Fair Political Practices Act, as determined by the City Manager.

12. Non-Discrimination.

(a) During the performance of this Agreement the Contractor shall comply with the applicable nondiscrimination and affirmative action provisions of the laws of the United States of America, the State of California and the City. In performing this Agreement, Contractor shall not discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (including cancer), age, marital status, denial of family and medical care leave and denial of pregnancy disability leave. Contractor shall give written notice of its obligations under this clause to labor organizations with which it has a collective bargaining or other agreement.

(b) Contractor shall include the nondiscrimination and compliance provisions of this Section in all subcontracts.

13. Indemnification & Hold Harmless.

(a) Other than in the performance of professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, defend (with independent counsel reasonably acceptable to the City) and hold harmless City, its Council, boards, commissions, employees, officials and agents ("Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative expenses, and defense costs including but not limited to reasonable attorney's fees, court costs, expert witness fees and costs of alternate dispute resolution (collectively "Liabilities"), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors. The Contractor's obligation to indemnify applies unless it is adjudicated that its liability was caused by the sole active negligence or sole willful misconduct of an indemnified party. If it is finally adjudicated that liability is caused by the comparative active negligence or willful misconduct of an indemnified party, the Contractor's obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(b) To the fullest extent permitted by law (including without limitation California Civil Code Sections 2782.8), when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined under said section 2782.8, Contractor shall indemnify, protect, defend (with independent counsel reasonably acceptable to the City) and hold harmless City and any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Contractor, or the acts or omissions of an officer, employee, agent or subcontractor of the Contractor. The Contractor's obligation to indemnify applies unless it is adjudicated that its liability was caused by the sole active negligence or sole willful misconduct of an indemnified party. If it is finally adjudicated that liability is caused by the comparative active negligence or willful misconduct of an indemnified party, the Contractor's obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(c) All obligations under this section are to be paid by Contractor as incurred by City. The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statutes or laws as to City, its employees and officials. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to defend the Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend any Indemnified Party at Contractor's expense by counsel reasonably acceptable to the City. An Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended.

(e) This obligation to indemnify and defend City, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

14. Insurance.

(a) As a condition precedent to the effectiveness of this Agreement and without limiting Contractor's indemnification of the City, Contractor agrees to obtain and maintain in full force and effect at its own expense the insurance policies set forth in Exhibit "C" "Insurance" attached hereto and made a part hereof. Contractor shall furnish the City with original certificates of insurance, manually autographed in ink by a person authorized by that insurer to bind coverage on its behalf, along with copies of all required endorsements. All certificates and endorsements must be received and approved by the City before any work commences. All insurance policies shall be subject to approval by the City Attorney and Risk Manager as to form and content. Specifically, such insurance shall: (1) protect City as an additional insured for commercial general and business auto liability; (2) provide City at least thirty days written notice of cancellation, material reduction in coverage or reduction in limits and ten days written notice for non-payment of premium; and (3) be primary with respect to City's insurance program. Contractor's insurance is not expected to respond to claims that may arise from the acts or omissions of the City.

(b) City reserves the right at any time during the term of this Agreement to change the amounts and types of insurance required herein by giving Contractor ninety days advance written

notice of such change. If such change should result in substantial additional cost of the Contractor, City agrees to negotiate additional compensation proportional to the increased benefit to City.

(c) All required insurance must be submitted and approved the City Attorney and Risk Manager prior to the inception of any operations by Contractor.

(d) The required coverage and limits are subject to availability on the open market at reasonable cost as determined by the City. Non availability or non affordability must be documented by a letter from Contractor's insurance broker or agency indicating a good faith effort to place the required insurance and showing as a minimum the names of the insurance carriers and the declinations or quotations received from each. Within the foregoing constraints, Contractor's failure to procure or maintain required insurance during the entire term of this Agreement shall constitute a material breach of this Agreement under which City may immediately suspend or terminate this Agreement or, at its discretion, procure or renew such insurance to protect City's interests and pay any and all premium in connection therewith and recover all monies so paid from Contractor.

(e) By signing this Agreement, Contractor hereby certifies that it is aware of the provisions of Section 3700 *et seq.*, of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provision of that Code, and that it will comply with such provisions at all such times as they may apply during the performance of the work pursuant to this Contract. Unless otherwise agreed, a waiver of subrogation in favor of the City is required.

15. Independent Contractor. The parties agree that Contractor, its officers, employees and agents, if any, shall be independent contractors with regard to the providing of services under this Agreement, and that Contractor's employees or agents shall not be considered to be employees or agents of the City for any purpose and will not be entitled to any of the benefits City provides for its employees. City shall make no deductions for payroll taxes or Social Security from amounts due Contractor for work or services provided under this Agreement.

16. Claims for Labor and Materials. Contractor shall promptly pay when due all amounts payable for labor and materials furnished in the performance of this Agreement, so as to prevent any lien or other claim under any provision of law from arising against any City property (including reports, documents, and other tangible matter produced by the Contractor hereunder), against the Contractor's rights to payments hereunder, or against the City, and shall pay all amounts due under the Unemployment Insurance Act with respect to such labor.

17. Discounts. Contractor agrees to offer the City any discount terms that are offered to its best customers for the goods and services to be provided herein, and apply such discounts to payment made under this Agreement which meet the discount terms.

18. Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

19. Dispute Resolution. If any dispute arises between the parties as to proper interpretation or application of this Agreement, the parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the parties. If the dispute is not or cannot be resolved by mediation, the parties may mutually agree (but only as to those issues of the matter not resolved by mediation) to submit their dispute to arbitration. Before commencement of the arbitration, the parties may elect to have the arbitration proceed on an informal basis; however, if the parties are unable so to agree, then the arbitration shall be conducted in accordance with the rules of the American Arbitration Association. The decision of the arbitrator shall be binding, unless within thirty days after issuance of the arbitrator's written decision, any party files an action in court. Venue and jurisdiction for any such action between the parties shall lie in the Superior Court for the County of Monterey.

20. Compliance With Laws.

(a) Each party's performance hereunder shall comply with all applicable laws of the United States of America, the State of California and the City including but not limited to laws regarding health and safety, labor and employment, wage and hours and licensing laws which affect employees. This Agreement shall be governed by, enforced and interpreted under the laws of the State of California. Contractor shall comply with new, amended or revised laws, regulations or procedures that apply to the performance of this Agreement.

(b) If the Project is a "public work," or prevailing wages are otherwise required, Contractor shall comply with all provision of California Labor Code section 1720 *et seq.*, as applicable, and laws dealing with prevailing wages, apprentices and hours of work., etc.

(c) Contractor represents that it has obtained and presently holds all permits and licenses necessary for performance hereunder, including a Business License required by the City's Business License Ordinance. For the term covered by this Agreement, the Contractor shall maintain or obtain as necessary, such permits and licenses and shall not allow them to lapse, be revoked or suspended.

21. Assignment or Transfer. This Agreement or any interest herein may not be assigned, hypothecated or transferred, either directly or by operation of law, without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

22. Notices. All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, sent by facsimile ("fax") or certified mail, postage prepaid with return receipt requested, addressed as follows:

To City: City Manager
 City of Marina City Hall
 211 Hillcrest Avenue
 Marina, California 93933
 Fax: (831) 384-9148

To Contractor: Axiom Home Tech
501 Lighthouse Avenue, Suite 300
Monterey, California 93940

Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three days after deposit in the custody of the U.S. Postal Service. A copy of any notice sent as provided herein shall also be delivered to the Project Administrator and Project Manager.

23. **Amendments, Changes or Modifications.** This Agreement is not subject to amendment, change or modification except by a writing signed by the authorized representatives of City and Contractor.

24. **Force Majeure.** Notwithstanding any other provisions hereof, neither Contractor nor City shall be held responsible or liable for failure to meet their respective obligations under this Agreement if such failure shall be due to causes beyond Contractor's or the City's control. It is understood and agreed to by the Contractor and the City that they cannot, and will not, claim Force Majeure based on an economic downturn of any type. Such causes include but are not limited to: strike, fire, flood, civil disorder, act of God or of the public enemy, act of the federal government, or any unit of state or local government in either sovereign or contractual capacity, epidemic, quarantine restriction, or delay in transportation to the extent that they are not caused by the party's willful or negligent acts or omissions, and to the extent that they are beyond the party's reasonable control.

25. **Attorney's Fees.** In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

26. **Successors and Assigns.** All of the terms, conditions and provisions of this Agreement shall apply to and bind the respective heirs, executors, administrators, successors, and assigns of the parties. Nothing in this paragraph is intended to affect the limitation on assignment.

27. **Authority to Enter Agreement.** Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right and authority to make this Agreement and bind each respective party.

28. **Waiver.** A waiver of a default of any term of this Agreement shall not be construed as a waiver of any succeeding default or as a waiver of the provision itself. A party's performance after the other party's default shall not be construed as a waiver of that default.

29. **Severability.** Should any portion of this Agreement be determined to be void or unenforceable, such shall be severed from the whole and the Agreement will continue as modified.

30. **Construction, References, Captions.** Since the parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any party. Any term referencing time, days or period for performance shall be deemed calendar days and not workdays. The captions of the various sections are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, content or intent of this Agreement.

31. **Advice of Counsel.** The parties agree that they are aware that they have the right to be advised by counsel with respect to the negotiations, terms and conditions of this Agreement, and that the decision of whether or not to seek the advice of counsel with respect to this Agreement is a decision which is the sole responsibility of each of the parties hereto. This Agreement shall not be construed in favor or against either party by reason of the extent to which each party participated in the drafting of this Agreement.

32. **Counterparts.** This Agreement may be signed in counterparts, each of which shall constitute an original.

33. **Time.** Time is of the essence in this contract.

34. **Entire Agreement.** This Agreement contains the entire agreement of the parties with respect to the matters as set forth in this Agreement, and no other agreement, statement or promise made by or to any party or by or to any employee, officer or agent of any party, which is not contained in this Agreement shall be binding or valid.

IN WITNESS WHEREOF, Contractor and the City by their duly authorized representatives, have executed this Agreement, on the date first set forth above, at Marina, California.

CITY OF MARINA

CONTRACTOR

By: _____

By: _____

Name: Layne Long

Name: _____

Its: City Manager

Its: _____

Date: _____

Date: _____

Approved as to form:

By: _____
City Attorney

Exhibit C - Insurance

Contractor agrees to provide insurance in accordance with the requirements set forth herein. If Contractor uses existing coverage to comply with these requirements and that coverage does not meet the requirements set forth herein, Contractor agrees to amend, supplement or endorse the existing coverage to do so. Contractor shall furnish the City with original certificates of insurance, manually autographed in ink by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the City before any work commences. The City reserves its right to require complete, certified copies of all required insurance policies at any time. The following coverage will be provided by Contractor and maintained on behalf of the City and in accordance with the requirements set forth herein.

Commercial General Liability (primary). Commercial general liability insurance covering Contractor's operations (and products where applicable) is required whenever the City is at risk of third party claims which may arise out of Contractor's work or presence on City premises. Contractual liability coverage is a required inclusion in this insurance.

Primary insurance shall be provided on ISO-CGL form No. CG 00 01 11 85 or 88 or on an ISO or ACORD form providing coverage at least as broad as ISO form CG 00 01 10 01 and approved in advance by the City Attorney and Risk Manager. Total limits shall be no less than one million dollars (\$1,000,000) combined single limit per occurrence for all coverages. If commercial general liability insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this Project or the general aggregate limit shall be two million dollars (\$2,000,000). Contractor must give written notice to the City of any pending claim, action or lawsuit which has or may diminish the aggregate. If any such claim or lawsuit exists, Contractor shall be required, prior to commencing work under this Agreement, to restore the impaired aggregate or prove it has replacement insurance protection to the satisfaction of the City Attorney and Risk Manager.

City, its Council, boards and commissions, officers, employees, agents and volunteers shall be added as additional insureds using ISO additional insured endorsement form CG 20 10 11 85 or forms CG 20 10 10 01 and CG 20 37 10 01. Coverage shall apply on a primary, non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to the City or any agent of City. Coverage is not expected to respond to the claims which may arise from the acts or omissions of the City. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall contain no contractors' limitation endorsement. There shall be no endorsement or modification limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage or employment-related practices.

Umbrella Liability Insurance. Umbrella liability insurance (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, contractual liability and completed operations at a minimum, and shall be in an amount of not less than two million dollars (\$2,000,000), and include a "drop down" provision providing primary coverage above a maximum \$25,000.00 self-insured retention for liability not covered by primary policies but covered by the umbrella policy. Coverage shall be following form to any underlying coverage.

Coverage shall be provided on a "pay on behalf" basis, with defense costs payable in addition to policy limits. There shall be no cross liability exclusion and no contractor's limitation endorsement. Policies limits shall be not less than one million dollars (\$1,000,000) per occurrence and in the aggregate, above any limits required in the underlying policies shall have starting and ending dates concurrent with the underlying coverage.

Business Auto. Automobile liability insurance is required where vehicles are used in performing the work under this Agreement or where vehicles are driven off-road on City premises, it is not required for simple commuting unless City is paying mileage. However, compliance with California law requiring auto liability insurance is a contractual requirement.

If automobile insurance is required for work under this Agreement, primary coverage shall be written on ISO Business Auto Coverage form CA 00 01 06 92 including symbol 1 (Any Auto) or on an ISO or ACORD form providing coverage at least as broad as CA 00 01 10 01 approved by the City Attorney and Risk Manager. Coverage shall be endorsed to stated that the City, its Council, boards and commissions, officers, employees, agents and volunteers shall be added as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Contractor or for which the Contractor is responsible. Limits shall be no less than one million dollars (\$1,000,000) combined single limit per accident for bodily injury and property damage. Starting and ending dates shall be concurrent. If Contractor owns no autos, a non-owned auto endorsement to the commercial general liability policy described above is acceptable.

Workers' Compensation/Employers' Liability. Workers' Compensation and Employer's Liability insurance are not required for single-person contractors. However, under California law these coverages (or a copy of the State's Consent to Self-Insure) must be provided if Contractor has any employees at any time during the period of this Agreement. Policy(s) shall be written on a policy form providing workers' compensation statutory benefits as required by law. Employers' liability limits shall be no less than one million dollars (\$1,000,000) per accident or disease and shall be scheduled under any umbrella policy described above. Unless otherwise agreed, policy(s) shall be endorsed to waive any right of subrogation as respects the City, its Council, boards and commissions, officers, employees, agents and volunteers.

Property Insurance. Property insurance, in a form and amount approved by the City Attorney and Risk Manager, is required for Contractors having exclusive use of premises or equipment owned or controlled by the City. City is to be named a Loss Payee As Its Interest May Appear in property insurance in which the City has an interest, e.g., as a lien holder. Fire damage legal liability is required for persons occupying a portion of City premises.

Errors and Omissions/Professional Liability. Errors and Omissions or professional liability coverage appropriate to Contractor's profession is required, in a form and amount approved by the City Attorney and Risk Manager. Such insurance shall be in an amount of not less than one million dollars (\$1,000,000) per claim and in annual aggregate. Contractor shall maintain such insurance in place for a period of five years following completion of work or services provided under this Agreement. Such continuation coverage may be provided by one of the following: (1) renewal of the existing policy; (2) an extended reporting period endorsement; or (3) replacement insurance with a retroactive date no later than commencement of the work or services under this Agreement.

Contractor and City further agree as follows:

a) This Exhibit supersedes all other sections and provisions of this Agreement to the extent that any other section or provision conflicts with or impairs the provisions of this Exhibit.

b) Nothing contained in this Exhibit is to be construed as affecting or altering the legal status of the parties to this Agreement. The insurance requirements set forth in this Exhibit are intended to be separate and distinct from any other provision in this Agreement and shall be interpreted as such.

c) All insurance coverage and limits provided pursuant to this Agreement shall apply to the full extent of the policies involved, available or applicable. Nothing contained in this Agreement or any other agreement relating to the City or its operations limits the application of such insurance coverage.

d) Requirements of specific coverage features or limits contained in this Exhibit are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only and is not intended by any party to be all inclusive, or to the exclusion of other coverage, or a waiver of any type.

e) For purposes of insurance coverage only, this Agreement will be deemed to have been executed immediately upon any party hereto taking any steps that can be deemed to be in furtherance of or toward performance of this Agreement.

f) All general or auto liability insurance coverage provided pursuant to this Agreement, or any other agreements pertaining to the performance of this Agreement, shall not prohibit Contractor, Contractor's employees, or agents from waiving the right of subrogation prior to a loss. Contractor hereby waives all rights of subrogation against the City.

g) Unless otherwise approved by City, Contractor's insurance shall be written by insurers authorized and admitted to do business in the State of California with a minimum "Best's" Insurance Guide Rating of "A:VII." Self-insurance will not be considered to comply with these insurance specifications.

h) In the event any policy of insurance required under this Agreement does not comply with these requirements or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Contractor.

i) Contractor agrees to provide evidence of the insurance required herein, satisfactory to City Attorney and Risk Manager, consisting of certificate(s) of insurance evidencing all of the coverages required and an additional endorsement to Contractor's general liability and umbrella liability policies using ISO form CG 20 10 11 85. Certificate(s) are to reflect that the insurer will provide at least thirty days written notice of cancellation, material reduction in coverage or reduction in limits and ten days written notice for non-payment of premium. Contractor agrees to require its insurer to modify such certificates to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions. Contractor agrees to provide complete copies of policies to City within ten days of City's request for said copies.

j) Contractor shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Such proof will be furnished at least two weeks prior to the expiration of the coverages.

k) Any actual or alleged failure on the part of the City or any other additional insured under these requirements to obtain proof of insurance required under this Agreement in no way waives any right or remedy of City or any additional insured, in this or any other regard.

l) Contractor agrees to require all subcontractors or other parties hired for this Project to provide workers' compensation insurance as required herein and general liability insurance naming as additional insureds all parties to this Agreement. Contractor agrees to obtain certificates evidencing such coverage

and make reasonable efforts to ensure that such coverage is provided as required here. Contractor agrees to require that no contract used by any subcontractor, or contracts Contractor enters into on behalf of City, will reserve the right to charge back to City the cost of insurance required by this Agreement. Contractor agrees that upon request, all agreements with subcontractors or others with whom Contractor contracts with on behalf of City, will be submitted to City for review. Contractor acknowledges that such contracts or agreements may require modification if the insurance requirements do not reflect the requirements herein. Failure of City to request copies of such agreements will not impose any liability on City, its Council, boards and commissions, officers, employees, agents and volunteers.

m) If Contractor is a Limited Liability Company, general liability coverage must be amended so that the Limited Liability Company and its Managers, Affiliates, employees, agents and other persons necessary or incidental to its operation are insureds.

n) Contractor agrees to provide immediate notice to City of any claim or loss against Contractor that includes City as a defendant. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve the City.

o) Coverage will not be limited to the specific location or individual entity designated as the address of the Project. Contractor agrees to have its coverage endorsed so that all coverage limits required pursuant to this requirement are available separately for each and every location at which Contractor conducts operations of any type on behalf of City. Contractor warrants that these limits will not be reduced or exhausted except for losses attributable to those specific locations and not by losses attributable to any other operations of Contractor.

p) Contractor agrees not to attempt to avoid its defense and indemnity obligations to City, its Council, boards and commissions, officers, employees, agents and volunteers by using as a defense Contractor's statutory immunity under workers' compensation or similar statutes.

r) Contractor agrees to ensure that coverage provided to meet these requirements is applicable separately to each insured and that there will be no cross liability exclusions that preclude coverage for suits between Contractor and City or between City and any other insured or Named Insured under the policy, or between City and any party associated with City or its employees.

s) Contractor shall maintain commercial general liability, and if necessary, commercial umbrella liability insurance, with a limit of not less than two million dollars (\$2,000,000) each occurrence for at least three years following substantial completion of the work.

u) City reserves the right to modify the insurance requirements set forth herein in accordance with the terms of any specific Service Order issued as provided by the Agreement.

Axiom Home Tech

501 Lighthouse Ave., Suite 300
 Monterey, CA 93940
 +1 8316459900

**ESTIMATE****ADDRESS**

Marina Public Library
 190 Seaside Circle
 Marina, CA 93933

SHIP TO

Marina Public Library
 Marina Public Library
 190 Seaside Circle
 Marina, CA 93933

ESTIMATE # 4297REV4**DATE** 08/10/2022**DESCRIPTION****QTY****AMOUNT****Project Scope:**

Axiom Home Tech will supply and install an A/V system that will work for both conference type presentations and film viewing. The room will feature powerful, immersive surround sound for movie night and with a press of a button, the system will convert itself for uniform coverage of sound, where each speaker output is the same signal, ideal for a microphone presentation.

Notes:

This system will include high quality video projection, motorized drop screen, amplification, loud speakers and an easy to use remote control.

Axiom will hire a sub-contractor (California Acoustics) to replace framing and ceiling tiles in the front of the room to create a channel for passage of the video screen. The case for the motorized screen will be installed above the drop ceiling. Axiom technicians will remove the existing screen and enclosure, to be recycled at the Marina e-waste facility.

1 3,000.00

HDMI & VGA & analog audio connection plates will be placed at both the front and back of the room for a presenter to interface with using their laptop computer, and for the setup of the microphone system and mixing board. Additionally, an Apple TV and a Chromecast device will be provided for streaming video content and for displaying the desktop of a Macbook or PC laptop, wireless.

Existing cabinetry will be modified for an active ventilation system, to keep electronics cool.

2 hours of training will be provided on how to navigate/control the system and remote control.

Projection and Video Sources:

Epson EB-PU1006W WUXGA 3LCD Laser Projector with 6000 Lumens & 4K Enhancement

1 6,790.00T

EPSON Middle Throw Lens #1 for Pro G7000 and Pro L1100U/1200U/1300U/1405U

1 370.00T

Chief CMA-115 6" Ceiling Plate With 1-1/2" NPT Opening

1 59.00T

DESCRIPTION	QTY	AMOUNT
Chief Universal Fixed Projector Mount	1	250.00T
Da-Lite Tensioned Contour Electrol Drop Screen with HD Progressive 1.3 Perforated Screen Material, Custom Dimensions- 146' Diagonal, Screen width 134.5", Case with Width 158" (MSRP \$6,790)	1	5,999.00T
PF Power MIW 1 Gang In-wall surge protector--installed by electrician	1	59.95T
AVPro AC-EX70-444-KIT Ultra Slim 70m (100m HD) 4K60 HDR HDBaseT Extender Kit	1	1,208.90T
AV PRO AC-EX70-UHD-KIT Ultra Slim 4K UHD HDMI Extender Kit	2	1,317.80T
SONY UBP-X1100ES UHD Blu-Ray player	1	599.00T
Apple TV 64 GB 4K	1	250.00
4K Chromecast Device	1	65.00T
Surround Sound Processing and Amplification:		
Marantz 11.2 CH Full 4K Ultra HD Network AV Surround Preamplifier with HEOS & Amazon Alexa Voice Control	1	2,999.99T
Episode Response DSP 12 CH AMP w/100 Watts per Channel	2	3,799.98T
EPISODE EPI-EA-AMP-SUB-1D-500R 500 Watt Subwoofer Amplifier	1	1,199.99T
Cabinet Ventilation:		
AC Infinity Airplate S5, 8" Home Theater Cabinet Cooling System	2	99.98T
AC Infinity Controller 2 Thermal Fan Controller	2	119.98T
AC Infinity Controller Stand	2	50.00T
Power Conditioning & Surge Protection:		
WattBox KIT-WB-700-IPV-12 Power Conditioner with 12 Controlled Outlets	1	779.95T
Speakers:		
Monitor Audio CW280IDC In-Wall 3-way Speaker, Each	14	9,100.00T
Monitor Audio CC-280IDC 8" In-ceiling 3-way Speaker, each	10	6,300.00T
Episode ES-SUB-IW-DUAL8, Dual 8" In-wall Subwoofer	2	1,299.98T
Remote Control:		
Universal Remote Control MX-990 2 Way RF Remote Control	2	1,198.00T
Universal Remote Control MRF-350 RF Base Station with RFX-250 Antenna	1	274.00T
Home Theater Master MX-990 Standard Programming	1	349.99
Microphone System:		
4 Channel UHF Microphone System w/ 2 handheld microphones and 2 Lapel microphones	1	500.00T
6 Channel Mixing Board	1	350.00T
Wire:		
Windy City 16-4 Speaker Wire	1,000	800.00T
Windy City Wire Cat-6 Ethernet Cable	375	97.50T
Windy City RG-6 Subwoofer Signal Cable	150	34.50T

DESCRIPTION	QTY	AMOUNT
Miscellaneous Materials & Labor:		
Miscellaneous Installation Materials (ESTIMATE, to be billed for actual materials used)	1	700.00T
Estimated Installation Labor	50	6,000.00
Merchandise Discount	1	-3,575.00
	SUBTOTAL	52,447.49
	TAX	4,294.08
	TOTAL	\$56,741.57

Accepted By

Accepted Date

ORDINANCE NO. 2022-

**AN ORDINANCE OF THE CITY OF MARINA APPROVING AN
AMENDMENT TO DEVELOPMENT AGREEMENT FOR THE
MARINA STATION PROJECT**

WHEREAS, to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Sections 65864 *et seq.* (the "Development Agreement Statute") which authorizes cities to enter into agreements for the development of real property with any person having a legal or equitable interest in such property in order to establish certain development rights in such property; and

WHEREAS, in accordance with the Development Agreement Statute, the City of Marina (the "City") has enacted Chapter 4.04 of the Marina Municipal Code (the "Development Agreement Regulations") to implement procedures for the processing and approval of development agreements in accordance with the Development Agreement Statute; and

WHEREAS, the City and Creekbridge Homes, LLC previously entered into that certain Development Agreement dated as of March 4, 2008 (the "Development Agreement"), pursuant to which the City and Developer agreed to certain matters with respect to the development of a mixed use project including 1320 residential units, approximately 60,000 square feet of retail space, approximately 144,00 square feet of office, approximately 652,000 square feet of industrial space as well as approximately 52 acres of open space and parks along with roadways and other infrastructure serving the development (the "Project") on certain real property consisting of approximately three hundred twenty (320) acres, located in the northern section of the City of Marina (the "Project Site"), which is more particularly described in the Development Agreement; and

WHEREAS, Creekbridge Homes, LLC elected not to proceed with the development of the Project in accordance with the Development Agreement and Creekbridge Homes, LLC's rights and obligations under the Development Agreement were assumed by the owner of the Property at the time, the Armstrong Family.

WHEREAS, The Armstrong Family subsequently sold the Property to Valle del Sol Properties, LLC a California limited liability company, the 2004 Ramirez Family Revocable Trust dated January 16, 2004 and Restated on June 14, 2013 and the Villam Legacy Irrevocable Trust dated October 16, 2017 (collectively the "Subsequent Owner");

WHEREAS, Subsequent Owner has entered into an agreement with 3rd Millennium Partners, a California corporation ("3MP") to act as developer of the Property and the City has approved the assignment of the rights and obligations under the Development Agreement to 3MP pursuant to the terms of an Assignment and Assumption Agreement meeting the requirements of Article 5 of the Development Agreement;

WHEREAS, prior to its adoption of the Development Agreement, the City has approved a Specific Plan (the "Specific Plan") for the Project Site, General Plan Amendments (the "General Plan Amendments"), a Specific Plan Zoning Ordinance and Map Amendments, a Vesting Tentative Map and certified an EIR (collectively the "Project Approvals"); and

WHEREAS, the development of the Project has been delayed and the Developer has requested that the City approve an extension of the Development Agreement to account for those delays; and

WHEREAS, the City and Developer have negotiated the terms of the Amendment to the Development Agreement (the "Amendment") amending the terms of the Development Agreement; and

WHEREAS, on March 4, 2008, the City certified the Final Environmental Impact Report for the Project (State Clearing House Number 2005061056) (the "Final EIR"); and

WHEREAS, the complexity, magnitude and long term buildout of the Project would be difficult for Developer to undertake if the City had not determined, through the Development Agreement, to inject a sufficient degree of certainty in the land use regulatory process to justify the substantial financial investment associated with development of the Project; and

WHEREAS, the Amendment to the Development Agreement will assure both the City and Developer that the Project can proceed without disruption caused by a change in City planning and development policies and requirements, which assurance will thereby reduce the actual or perceived risk of planning, financing and proceeding with construction of the Project and promote the achievement of the private and public objectives of the Project; and

WHEREAS, pursuant to Section 65867 of the Government Code, the Planning Commission held a duly noticed public hearing on July 8, 2021, on amending the Development Agreement consistent with the terms of the First Amendment to the Development Agreement during which public hearing the Planning Commission received comments from the Developer, City staff, and members of the general public; and

WHEREAS, following said public hearing, the Planning Commission recommended approval of the Amendment to the Development Agreement; and

WHEREAS, pursuant to Section 65867 of the Government Code, the City Council, on June 21, 2022, held a duly noticed public hearing on the Amendment to the Development Agreement during which public hearings, the City Council received comments from the Developer, project consultants, City staff, and members of the general public; and

THE CITY COUNCIL OF THE CITY OF MARINA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. This Ordinance incorporates, and by this reference makes a part hereof, the Development Agreement and the Amendment to the Development Agreement substantially in the form on file with the City Clerk as of the date of passage of this Ordinance, subject to the provisions of Section 5 hereof.

SECTION 2. This Ordinance is adopted under the authority of Government Code Section 65864 et seq., and pursuant to Chapter 4.04 of the Municipal Code of the City of Marina, which was added by City Ordinance No. 2003-04, establishing procedures and requirements for consideration of development agreements pursuant to Government Code Section 65864 et seq. (the "Development Agreement Regulations").

SECTION 3. In accordance with Section 4.04.090 of the Development Agreement Regulations, the City Council hereby finds and determines, as follows:

- (a) The Amendment to the Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the Specific Plan and the General Plan, as amended;
- (b) The Amendment to the Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use districts in which the Property which is subject to the Development Agreement is located;
- (c) The Amendment to the Development Agreement is in conformity with public convenience, general welfare and good land use practice;
- (d) The Amendment to the Development Agreement will not be detrimental to the public health, safety and general welfare;
- (e) The Amendment to the Development Agreement will not adversely affect the orderly development of property or the preservation of property values; and
- (f) The Amendment to the Development Agreement is consistent with the provisions of Government Code Sections 65864 through 65869.5.
- (g) Based on the information provided that no new environmental review for the project is required pursuant to CEQA Guidelines Section 15162 and that the Final EIR shall serve as the environmental review for the approval of the Amendment to the Development Agreement.

SECTION 4. The foregoing findings and determinations are based upon the following:

- (a) The Recitals set forth in this Ordinance, which are deemed true and correct;
- (b) The Final EIR;
- (c) The City's General Plan;
- (d) The Marina Zoning Map;
- (e) All City staff reports (and all other public reports and documents) prepared for the Planning Commission, City Council, or others relating to the Final EIR, the Specific Plan, the General Plan Amendments, the Development Agreement, the Amendment and other actions relating to the Property;
- (f) All documentary and oral evidence received at public hearing or submitted to the Planning Commission or City during the comment period relating to the Amendment; and
- (g) All other matters of common knowledge to the City Council, including, but not limited to the City's fiscal and financial status; City policies and regulations; reports, projections and correspondence related to development within and surrounding the City; State laws and regulations and publications.

SECTION 5. The City Council hereby approves the Amendment to the Development Agreement, substantially in the form on file with the City Clerk subject further to such minor, conforming and clarifying changes consistent with the terms thereof as may be approved by the City Manager prior to execution thereof, including but not limited to completion of references and status of planning approvals, and completion and conformity of all exhibits thereto, as amended and as approved by the City Council.

SECTION 6. Upon the effective date of this Ordinance as provided in Section 9 hereof, the City Manager and City Clerk are hereby authorized and directed to execute the Amendment to the Development Agreement on behalf of the City of Marina.

SECTION 7. The City Manager is hereby authorized and directed to perform all acts authorized to be performed by the City Manager in the administration of the Amendment to the Development Agreement and the Development Agreement pursuant to the terms of the Development Agreement as amended by the Amendment, including but not limited to provisions for certain administrative amendments and transfers and assignments as authorized therein.

SECTION 8. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 9. This Ordinance shall be in full force and effect thirty (30) days after its passage and adoption; as certified by the City Clerk.

THE FOREGOING ORDINANCE was first read at a regular meeting of the Marina City Council on the 21st day of June 2022, continued to July 19, 2022, continued to August 3, 2022 and was passed and adopted at a regular meeting of the Marina City Council on the 16th day of August, 2022.

AYES, COUNCIL MEMBERS:

NOES, COUNCIL MEMBERS:

ABSTAIN, COUNCIL MEMBERS:

ABSENT, COUNCIL MEMBERS:

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

Honorable Mayor and Members
of the Marina City Council

City Council Meeting of
August 16, 2022

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2022-,
APPROVING A LOCAL ROADWAY SAFETY PLAN (LRSP)**

RECOMMENDATION: Staff recommends that the City Council:

1. Adopt Resolution No. 2022-, approving the Local Roadway Safety Plan (LRSP) attached as **EXHIBIT A**.

BACKGROUND:

The California Department of Transportation (Caltrans) has developed a comprehensive Strategic Highway Safety Plan (SHSP) that defines goals, objectives, and strategies to reduce fatalities and serious injuries on all public roads. The SHSP requires collaboration with law enforcement, educators, emergency services, and other stakeholders and is a major component of the Highway Safety Improvement Program (HSIP).

The HSIP is a Federal-aid program that incorporates a data-driven, strategic approach to improving highway safety that focuses on performance. Supporting safety improvement projects consistent with the State's SHSP, the HSIP finances projects specifically targeting roadway and intersection locations by identifying and implementing countermeasures to improve safety.

A Local Road Safety Plan (LRSP) is the local Municipality version of the State SHSP, providing a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. However, safety projects stemming from the plan need to be consistent with Federal and State project funding requirements if those funds will be used for project implementation. Also, the plan should be viewed as a living document that can be continually reviewed and updated to reflect changing local needs and priorities.

On May 4th, 2021, City Council passed resolution 2021-37 approving a Caltrans LRSP grant application. The City subsequently received a \$40,000 grant, which along with the \$5,000 City matching funds paid for the preparation of the LRSP. Staff issued a work order to Kimley-Horn to produce the LRSP under the on-call professional services agreement.

ANALYSIS:

A Local Road Safety Plan ("Plan") is a road safety planning document that provides a holistic analysis of vehicle, pedestrian and bicycle crash data, and provides a roadmap for implementation of safety improvements. Beginning in 2022, it is required that all state, county, and local agencies adopt a Plan to be eligible to receive Highway Safety Improvement Program (HSIP) grant funds. These funds are used for planning documents, preliminary engineering documents, and construction improvements to mitigate safety-related issues at intersections and roadways.

In accordance with the draft Plan:

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

Conducted in conjunction with City staff, preparation of the Plan included outreach to various City stakeholders to identify areas of concern: City of Marina Police Department, the City of Marina Fire Department, and the Transportation Agency for Monterey County. Stakeholders were asked to review the preliminary collision analysis and assist in identifying ten case study locations. Stakeholders also assisted in identifying potential safety improvement measures to mitigate the issues identified at the case study locations.

The draft Plan being presented for adoption memorializes the areas of concern, case study locations, potential funding sources, and estimated construction costs for grant funding applications. Intended to be a living document, the Plan is to be periodically updated as projects are constructed, thereby accomplishing projects in the Plan and allowing for identification of new emphasis areas and safety improvements.

It is noted that the Plan is a planning tool. It is a roadmap for potential safety improvements at various locations in the City, though certain constraints may present difficulties or limit the City’s ability to implement them. As the various case studies allow for application of safety modifications to similar locations throughout the City, the City is not limited to the case study locations contained in the Plan.

FISCAL IMPACT:

The development of the plan is funded through a Caltrans Grant in the amount of \$40,000 and \$5,000 from the General Fund which have been allocated to project HSC2108.

CONCLUSION:

Staff recommended that the City Council approve the Local Roadway Safety Plan (LRSP). If approved, staff will submit the LRSP to Caltrans by September 9th, 2022 in order to be eligible for grant funding to implement identified safety measures through future rounds of the HSIP.

Respectfully submitted,

Brian McMinn, P.E., P.L.S.
Public Works Director/City Engineer
City of Marina

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2022-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
APPROVING A LOCAL ROADWAY SAFETY PLAN (LRSP)

WHEREAS, the California Department of Transportation (Caltrans) has developed a comprehensive Strategic Highway Safety Plan (SHSP) that defines goals, objectives, and strategies to reduce fatalities and serious injuries on all public roads. The SHSP requires collaboration with law enforcement, educators, emergency services, and other stakeholders and is a major component of the Highway Safety Improvement Program (HSIP), and;

WHEREAS, the HSIP is a Federal-aid program that incorporates a data-driven, strategic approach to improving highway safety that focuses on performance. Supporting safety improvement projects consistent with the State's SHSP, the HSIP finances projects specifically targeting roadway and intersection locations by identifying and implementing countermeasures to improve safety, and;

WHEREAS, a Local Road Safety Plan (LRSP) is the local Municipality version of the State SHSP, providing a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. However, safety projects stemming from the plan need to be consistent with Federal and State project funding requirements if those funds will be used for project implementation. Also, the plan should be viewed as a living document that can be continually reviewed and updated to reflect changing local needs and priorities, and;

WHEREAS, on May 4th, 2021, City Council passed resolution 2021-37 approving a Caltrans LRSP grant application. The City subsequently received a \$40,000 grant, which along with the \$5,000 City matching funds paid for the preparation of the LRSP. Staff issued a work order to Kimley-Horn to produce the LRSP under the on-call professional services agreement, and;

WHEREAS, A Local Road Safety Plan ("Plan") is a road safety planning document that provides a holistic analysis of vehicle, pedestrian and bicycle crash data, and provides a roadmap for implementation of safety improvements. Beginning in 2022, it is required that all state, county, and local agencies adopt a Plan to be eligible to receive Highway Safety Improvement Program (HSIP) grant funds. These funds are used for planning documents, preliminary engineering documents, and construction improvements to mitigate safety-related issues at intersections and roadways., and;

WHEREAS, preparation of the Plan included outreach to various City stakeholders to identify areas of concern: City of Marina Police Department, the City of Marina Fire Department, and the Transportation Agency for Monterey County. Stakeholders were asked to review the preliminary collision analysis and assist in identifying ten case study locations. Stakeholders also assisted in identifying potential safety improvement measures to mitigate the issues identified at the case study locations, and;

WHEREAS, The draft Plan being presented for adoption memorializes the areas of concern, case study locations, potential funding sources, and estimated construction costs for grant funding applications. Intended to be a living document, the Plan is to be periodically updated as projects are constructed, thereby accomplishing projects in the Plan and allowing for identification of new emphasis areas and safety improvements.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby approve the Local Roadway Safety Plan (LRSP) attached as **Exhibit A**.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 16th day of August 2022, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ATTEST:

Bruce C. Delgado, Mayor

Anita Sharp, Deputy City Clerk

FINAL REPORT

FOR THE

CITY OF MARINA LOCAL ROAD SAFETY PLAN (LRSP)

Prepared for:



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This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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ACKNOWLEDGEMENTS

The City of Marina employees and partners were instrumental in the development, review, and refinement of this Technical Memorandum. The City of Marina and Kimley-Horn would like to express their appreciation to the supporting staff and partners for their participation and contributions.

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STATUTORY NOTICE

23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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LIST OF ACRONYMS

A	Severe Injury Crash
AASHTO	American Association of State Highway and Transportation Officials
ARIDE	Advance Roadside Impaired Enforcement
ATP	Active Transportation Program
B	Non-incapacitating Injury Crash
BCR	Benefit/Cost Ratio
C	Possible Injury Crash
Caltrans	California Department of Transportation
CCR	Critical Crash Rate
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
CTC	California Transportation Commission
DEV	Daily Entering Volume
DRE	Drug Recognition Expert
EPDO	Equivalent Property Damage Only
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
GIS	Geographic Information System
HFST	High Friction Surface Treatment
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
IIP	Interregional Improvement Program
ITIP	Interregional Transportation Improvement Program
K	Fatal Crash
K+SI	Fatal and Severe Injury Crashes
LPI	Leading Pedestrian Interval
LRSM	Local Roadway Safety: A Manual for California's Local Road Owners (Version 1.5, April 2020)
LRSP	Local Road Safety Plan
NHTSA	National Highway Traffic Safety Administration
O	No Injury Crash (Property Damage Only)
OTS	Office of Traffic Safety

PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
R/W	Right-of-Way
SACOG	Sacramento Area Council of Governments
SB1	California Senate Bill 1
SHSP	Strategic Highway Safety Plan
STIP	State Transportation Improvement Program
SWITRS	Statewide Integrated Traffic Records System
VMT	Vehicle Miles Traveled

1. INTRODUCTION

The City of Marina is situated on California's central coast in Monterey County. Marina covers approximately 9 square miles and has a population of greater than 22,000. The City experiences high volumes of commuter traffic as drivers use the city's arterials as a cut-through between Salinas and Monterey. Highway 1 runs along the Western edge of the City and the Monterey Bay Coastal Recreation Trail passes through the City as well, running from Pacific Grove to Castroville. The City's transportation network includes more than 80 centerline miles of City-maintained roads and 630 intersections, 19 of which are signalized and 11 of which are roundabouts.

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

- Identify safety factors in the transportation network that may be challenging for various roadway users
- Improve safety at specific high-crash and high-risk locations
- Develop safety measures aligning with the California Strategic Highway Safety Plan (SHSP) Five Es of safety: **Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies**, to encourage safer driver behavior and reduce fatalities and severe injuries

The process and analysis performed in development of the City's LRSP, including establishing the initial vision and goals for the LRSP, performing crash history analysis, identification of emphasis areas and recommended engineering and non-engineering safety countermeasures are summarized in this LRSP. The information compiled provide a foundation for decision making and prioritization for safety countermeasures and projects that enhance safety for all modes of travel within the City.

The City has taken steps to enhance multi-modal safety throughout the City and through this LRSP is continuing to make safety a priority in its planning processes. The City builds upon the safety practices that have led to prioritizing traffic safety across its road network in this LRSP by identifying areas of emphasis and systemic recommendations that can be implemented to further enhance safety. This LRSP analyzes the most recent range of crash data that was available at the start of the project (January 1, 2015 – December 31, 2019) and roadway improvements to assess historic trends, crash patterns, and areas of increasing concern.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships through collaboration among professionals in various disciplines
- Support for grant/funding applications
- Assist in prioritizing investments in traffic safety

1.1. Document Organization

The LRSP is organized into the following sections:

Section 1	<i>Provides an introduction to the LRSP.</i>
Section 2	<i>Presents the vision, goal, and objectives for the LRSP.</i>
Section 3	<i>Summarizes the LRSP development process including guidance documents and analysis techniques.</i>
Section 4	<i>Presents the project stakeholders and stakeholder engagement.</i>
Section 5	<i>Summarizes the review of City planning documents.</i>
Section 6	<i>Contains the LRSP data sources.</i>
Section 7	<i>Provides a summary of safety trends.</i>
Section 8	<i>Includes recommended engineering and non-infrastructure countermeasures.</i>
Section 9	<i>Emphasis Areas</i>
Section 10	<i>Summarizes the evaluation and implementation of the safety countermeasures.</i>
Section 11	<i>Identifies next steps.</i>
Appendices	

2. VISION, GOAL, AND OBJECTIVES

This LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers and passengers, bicyclists, and pedestrians), the interaction of travel modes, and the potential benefits of safety countermeasures. This effort is intended to use historical data to identify trends and develop a toolbox of countermeasures applicable to conditions in the City that can be used for proactive identification and implementation of opportunities, without relying solely on a reaction and response to crashes as they occur.



The Federal Highway Administration (FHWA) maintains a list of Proven Safety Countermeasures. The list currently contains twenty (20) Proven Safety Countermeasures, one of which is the development of a LRSP. Implementation of LRSPs has improved safety in local jurisdictions across the country by providing a guide for local jurisdictions to systemically address the conditions that are known to contribute to fatal and severe-injury crashes. LRSPs provide a locally developed and customized “roadmap” to directly address the jurisdictions’ most common safety challenges.

Following discussions with City staff and a review of existing plans and policies for the area, the following Vision, Goal, and Objectives were established for this LRSP:

	<i>Vision:</i> Support the California vision of moving towards significantly reducing fatalities and severe injuries for all road users
	<i>Goal:</i> Identify transportation safety initiatives (projects and programs) and partnerships under the 5 Es of traffic safety including Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies, to continue reducing fatalities and severe injuries in the City of Marina.
	<i>Objectives:</i> ▪ Identify major contributing factors to crashes and define priority locations for roadway safety improvements including pedestrian, bicycle, and vehicular modes of travel ▪ Identify cost-effective countermeasures and safety investments that can be applied systemically (i.e., install curve advance warning signs, edge-lines, rumble strips, etc.) ▪ Promote safe, equitable, and multimodal mobility opportunities ▪ Create an LRSP document to capitalize on established safety initiatives and identify other strategies to prioritize safety investments ▪ Document the City of Marina’s procedures for on-going crash data monitoring

3. PROCESS

One of the primary objectives of the City of Marina and its stakeholders is to provide safe, sustainable, and efficient mobility choices for their residents and visitors. The City will continue its collaboration with stakeholders to identify and discuss safety issues within the community through the development of the LRSP and its implementation.

Guidance on the LRSP process is provided at both the national (FHWA) and California Department of Transportation (Caltrans) level. Both agencies have developed a general framework of data and recommendations to be included in a LRSP.

The FHWA encourages:

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

Caltrans' guidance follows a similar outline with the following steps:

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

This LRSP documents the results of data and information obtained, including the vision, goal, and objectives for the LRSP; existing safety efforts; collision analysis; emphasis areas; and project sheets for priority locations. Furthermore, the development of the LRSP recommendations considers the “Five Es” of traffic safety defined by the California SHSP: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies throughout its process.

3.1. Guiding Manuals

The following section describes the analysis process undertaken to evaluate safety within the City at a systemic level. Using a network screening process, locations within the City that will most likely benefit from safety enhancements were identified. Using historic crash data, crash risk factors for the entire network are derived. The outcomes inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes as well as crashes involving active transportation users.

This process uses the latest National and State best practices for statistical roadway analysis described in the following sections.

3.1.1. *Local Roadway Safety: A Manual for California's Local Road Owners*

The *Local Roadway Safety: A Manual for California's Local Road Owners* (Version 1.5, April 2020) (LRSM) purpose is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while preparing to compete for project funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway network through either a one-time, network wide analysis, or by routine analyses of the roadway network.

According to the LRSM, "The California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California's federal safety funding intended for local safety improvements."

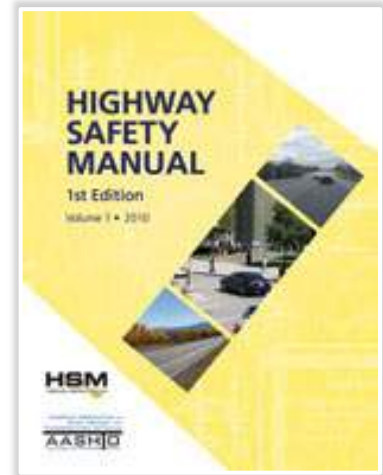
To provide the most benefit and to be competitive for grant funding, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and be considerate of roadway characteristics and traffic volumes. The result should be a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio (BCR). The LRSM suggests using a mixture of quantitative and qualitative measures to identify and rank locations that considers both crash frequency and crash rates. These findings should then be screened for patterns such as crash types and severity to aid in the determination of issues causing higher numbers of crashes and the potential countermeasures that could be most effective. Qualitative analysis should include field visits and a review of existing roadway characteristics and traffic control devices. The specific roadway context can then be used to assess what conditions may increase safety risk at the site and systematic level.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are the peer reviewed product of before and after research that quantifies the expected rate of crash reduction that can be expected from implementation of a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on how to apply CMFs appropriately.

3.1.2. Highway Safety Manual

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

Chapter 4 of Part B of the HSM discusses the Network Screening process. The Network Screening Process is a tool for an agency to analyze their entire network and identify/rank locations that, based on the implementation of a countermeasure, are most likely to least likely realize a reduction in the frequency of crashes.



The HSM identifies five steps in this process:

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

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to identifying the total number of crashes, this LRSP uses a method referred to as Critical Crash Rate (CCR) to analyze the data.

3.2. Analysis Techniques

3.2.1. Crash and Network Screening Analysis

Intersections and roadways were analyzed using four crash metrics:

- Number of Crashes
- CCR (HSM Ch. 4)
- Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
- Equivalent Property Damage Only (HSM Ch. 4)

The initial steps of the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (Unsignalized) and segments by their roadway category (Arterial, Collector, Minor Collector, and Local). Individual crash rates were calculated for each sub-population. The population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are occurring.

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period, and then identifies areas that had more of a given type of crash than would be expected for that type of location. These crash type factors were:

- **Crash severity** - fatal, severe injury, other visible injury, complaint of pain, and property damage only (PDO)
- **Crash type** - broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, and other
- **Environmental factors** – lighting and wet roads
- **Driver behavior** - impaired, aggressive, and distracted driving

From the results of the network screening analyses, a short-list of locations was chosen based on crash activity, CCR, crash severity, crash patterns, location type, and area within the City to provide the greatest variety of locations covering the widest range of safety opportunities for toolbox development. The intent is to populate the safety toolbox with mitigation measures that will be applicable to most of the crash activity in the City.

3.2.2. Critical Crash Rate (CCR) Analysis

Reviewing the number of crashes at a location is a good way to understand the cost to society incurred at the local level, but does not provide a complete indication of the level of risk for those who use that intersection or roadway segment on a daily basis. The HSM describes the CCR method, which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing for patterns that may suggest systemic issues that can be addressed at that location, and proactively at others to prevent new safety challenges from emerging.

The CCR analysis compares the observed crash rate to the expected crash rate at a particular location based on facility type and traffic volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted Citywide crash rate for each facility type, a critical crash rate threshold is established at the 95-percent confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities. A CCR value of greater than zero reflects a location that has a higher crash rate than facilities with similar volumes, while a negative CCR value signifies a below-average crash rate. It should be noted that the CCR does not reflect the severity of the crashes occurring at the location, but rather the number of crashes for the given volume.

Critical Crash Rate Formula

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}} \right] + \left[\frac{1}{(2 \times (MEV_i))} \right]$$

Where,

$R_{c,i}$ = Critical crash rate for intersection i

R_a = Weighted average crash rate for reference population

P = P-value for corresponding confidence level

MEV_i = Million entering vehicles for intersection i

Source: Highway Safety Manual

Data Needs

CCR is calculated using:

- Daily Entering Volume (DEV) for intersections, or Vehicle Miles Traveled (VMT) for roadway segments
- Intersection control types to separate them into like populations
- Roadway functional classification to separate them into like populations
- Crash records in Geographic Information Systems (GIS) or tabular form including coordinates or linear measures

Strengths

- Reduces low volume exaggeration
- Considers variance
- Establishes comparison threshold

Weaknesses

- Does not account for regression to the mean bias

3.2.3. Probability of Specific Crash Types Exceeding Threshold Proportion

When analyzing crash data systematically, it is important to identify areas where certain types of crashes are occurring with greater frequency. The HSM describes a method of identifying locations where probability of a specific crash type exceeds the threshold population. This method prioritizes locations based on the probability that the true proportion (long-term predicted proportion) of a type of crash or injury level will exceed the threshold proportion. The threshold proportion is based on the proportion of a specific crash type/severity to all crashes within the dataset (HSM, Chapter 4). This analysis identifies locations where certain crash types are over-represented to be isolated for further analysis.

3.2.4. Equivalent Property Damage Only (EPDO)

The EPDO method is described in the HSM. This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only

score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs). This value is then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This value allows all locations to be compared based on injury crash costs (HSM, Chapter 4).

EPDO Formula:

$$EPDO = \frac{(N_F + N_S) * 1,590,000 + (N_O * 142,300) + (N_C * 80,900) + (N_{PDO} * 13,300)}{13,300}$$

Where,

EPDO = Equivalent Property Damage Only (in units of crashes)

N_F = Number of fatal crashes

N_S = Number of severe injury crashes

N_O = Number of other visible injury crashes

N_C = Number of complaint of pain crashes

N_{PDO} = Number of PDO crashes

The cost to society for each crash type along unsignalized intersections is as follows:

- Fatal: \$1,590,000
- Severe: \$1,590,000
- Other Visible Injury: \$142,300
- Complaint of Pain: \$80,900
- PDO: \$13,300

Source: Highway Safety Manual, Local Roadway Safety Manual (2020)

To give an example from **Appendix D**, the intersection of 2nd Ave and Imjin Parkway experienced 79 crashes from 2015-2019. The crashes are broken down by severity as follows: 0 fatal crashes, 0 crashes resulting in severe injuries, 3 crashes resulting in other visible injuries, 8 crashes resulting in complaints of pain, and 68 PDO crashes.

$$EPDO = \frac{(0 + 0) * 1,590,000 + (3 * 142,300) + (8 * 80,900) + (68 * 13,300)}{13,300} = 149$$

The 79 crashes of ranging severity that took place at the intersection of 2nd Ave and Imjin Parkway comprise the monetary equivalent of 149 PDO crashes. This intersection has a CCR value of 0.79. Together the EPDO and CCR values show that the intersection of 2nd Ave and Imjin Parkway has historically had a relative crash rate that is higher than average for similar facilities, and that the crashes that have occurred there have generally resulted in injuries that are not fatal or severe.

4. STAKEHOLDER ENGAGEMENT

As part of the LRSP, local stakeholders were included in the process to ensure local perspective was kept at the forefront of this planning effort. A stakeholder group comprised of City staff and external stakeholders was formed. This group consisted of members of the City's Public Works, Planning Services, Building Division, and representatives from the City's Police and Fire departments, and the Transportation Agency for Monterey County.



The stakeholders were called together to offer insight on the safety concerns present in the City's transportation network. After the initial network screening and safety analysis, the stakeholder group met in the field to observe ten "priority" locations and to discuss potential countermeasures. The summary of the stakeholder meetings is provided below.

4.1. Stakeholder Meetings

A project stakeholder workshop was conducted virtually on May 3, 2021. At the meeting, the LRSP stakeholder group was introduced to the project and provided an overview of the data used, data analysis approach, preliminary results and priority/emphasis areas. In addition to the LRSP overview, stakeholders were asked to provide local insight and knowledge for several "priority" locations that were identified after the initial network screening and crash analysis process. A virtual field review was also performed in this meeting to give an overview of 10 potential case study locations. This meeting provided an opportunity to perform a field assessment and offer another opportunity to solicit feedback from members of the multidisciplinary stakeholder group. Potential safety countermeasures for each location were recommended and discussed at the field review meeting.

5. REVIEW OF CITY PLANNING DOCUMENTS



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

The following planning documents were reviewed to obtain planned and programmed projects:

- Monterey County Active Transportation Plan
- City of Marina Pedestrian & Bicycle Master Plan
- Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan
- City of Marina General Plan

A matrix identifying plans and improvements is included in **Appendix A**. The intent of this matrix is to provide an idea of the types of strategies in place or encouraged by the City and to reveal projects that may impact the safety analysis process.

6. DATA SOURCES

The following data was obtained from the City for use in crash data analysis.

6.1. Roadway Network

The collision analysis, which is described in detail in **Section 3**, used California Department of Transportation's (Caltrans') roadway classification system. The roadway network classification was assigned to each corridor roadway segment as either a major arterial, minor arterial, collector, or local road to develop crash rates specific to the functional design and capacity. Comparative statistics were stratified by roadway classification (i.e., only major arterials are compared to major arterials).

6.2. Intersections

The crash analysis also required each intersection within the City to be classified by control type. Intersections throughout the City were classified as signalized, unsignalized or roundabouts.

6.3. Crashes

Crash data for the five-year period from January 1, 2015 through December 31, 2019¹ was used for the crash analysis. Using data for the past five-year period is sufficient to identify potential trends in crashes by location and type, while not being outdated as to have data that would include long-term technology and cultural changes. The crash data comes from Crossroads, which contains crash records from the Statewide Integrated Traffic Records System (SWITRS) database. This database contains law enforcement records and provide GPS coordinate data that can be used to geocode crashes into a Geographic Information System (GIS) format.

The Crossroads crash data required preliminary cleaning and scrubbing to make it compatible with the GIS network screening tool. In total, there were 1,500 crash records in the Crossroads database from January 1, 2015 to December 31, 2019. Of these crashes, 1,334 crash records contained GPS data and were used in the statistical analysis.

¹ The majority of 2020 traffic volumes and patterns are acknowledged to have been influenced by the COVID-19 pandemic. As a result, this data (all of 2020) was intentionally excluded from this assessment.

7. SAFETY TRENDS

The following sections contain the results of the analysis process which included evaluation of fatal and severe injury (K+SI) crashes to statewide K+SI crashes, among other evaluations including crash by severity level, cause, pedestrian, and bicycle crashes. Summary tables presenting the crash data analysis and network screening results for all intersections and roadway segments are provided in **Appendix B** and **Appendix C**, respectively.



7.1. City of Marina Fatal and Severe Injury (K+SI) Crashes Compared to Statewide

The California SHSP focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California K+SI crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic stakeholders around the state. Crashes can be attributed to 14 of the 16 challenge areas. **Table 1** contains a comparison of the City's K+SI crashes to the statewide K+SI crashes. Challenge areas where the City percentages were higher than the statewide percentages are noted in **Table 1**. The definitions for emphasis area are included in **Appendix A**.

Table 1 – City Fatal and Serious Injury Crashes Compared to Statewide

Challenge Areas	Statewide		Marina		
	F+SI Collisions (2009-2018)*	% of F+SI Collisions (2009-2018)	F+SI Collisions (2009-2018)	%	% Point Difference
Total	133,737	-	92	-	-
Bicyclists	11,088	8.3%	15	16.3%	8.0%
Pedestrians	25,713	19.2%	25	27.2%	7.9%
Aging Drivers	16,525	12.4%	16	17.4%	5.0%
Aggressive Driving	44,253	33.1%	31	33.7%	0.6%
Work Zones	1,919	1.4%	0	0.0%	-1.4%
Distracted Driving	6,712	5.0%	3	3.3%	-1.8%
Intersections	31,587	23.6%	20	21.7%	-1.9%
Commercial Vehicles	8,523	6.4%	4	4.3%	-2.0%
Young Drivers	17,507	13.1%	6	6.5%	-6.6%
Motorcyclists	28,062	21.0%	12	13.0%	-7.9%
Occupant Protection	19,016	14.2%	5	5.4%	-8.8%
Impaired Driving	33,795	25.3%	15	16.3%	-9.0%
Lane Departure	57,850	43.3%	24	26.1%	-17.2%
Driver Licensing**	7,428	24.7%	1	50.0%	25.3%**

Source: *Statewide Integrated Traffic Records System (2015 – 2019)*.

Notes:

1. Percentages will not add up to 100%, as a fatality or severe injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)
2. California SHSP does not have reported crash data for the following two challenge areas: Emergency Response and Emerging Technology

**There is not sufficient data for crashes related to Driver Licensing to draw an accurate comparison to statewide crash data

7.2. California Office of Traffic Safety (OTS) Rankings

The California Office of Traffic Safety ranks cities of similar populations based on crash statistics. As seen in **Table 2** below, the City of Marina was compared with 103 other cities with similar populations. The higher the OTS ranking out of 103, the lower the crash rate is for the given emphasis area. For example, Marina was ranked very low for crashes related to underage drinking and driving (101/103). However, Marina was ranked the second worst in its bracket for crashes involving bicyclists under 15 years old (2/103).

Table 2 – Marina OTS Rankings (2019)

Agency	Year	Population (Avg)	DVMT
Marina	2019	22,372	295,330
TYPE OF CRASH	VICTIMS KILLED & INJURED		OTS RANKING
Total Fatal and Injury	58		64/103
Alcohol Involved	14		29/103
Had Been Drinking Driver < 21	0		-/103
Had Been Drinking Driver 21 – 34	2		-/103
Motorcycles	1		-/103
Pedestrians	8		40/103
Pedestrians < 15	2		-/103
Pedestrians 65+	1		-/103
Bicyclists	4		64/103
Bicyclists < 15	3		2/103
Composite	45		47/103
TYPE OF CRASH	FATAL & INJURY CRASHES		OTS RANKING
Speed Related	14		40/103
Nighttime (9:00pm – 2:59am)	9		39/103
Hit and Run	6		36/103
TYPE OF ARRESTS	ARRESTS		OTS RANKING*
DUI Arrests	48		46/103

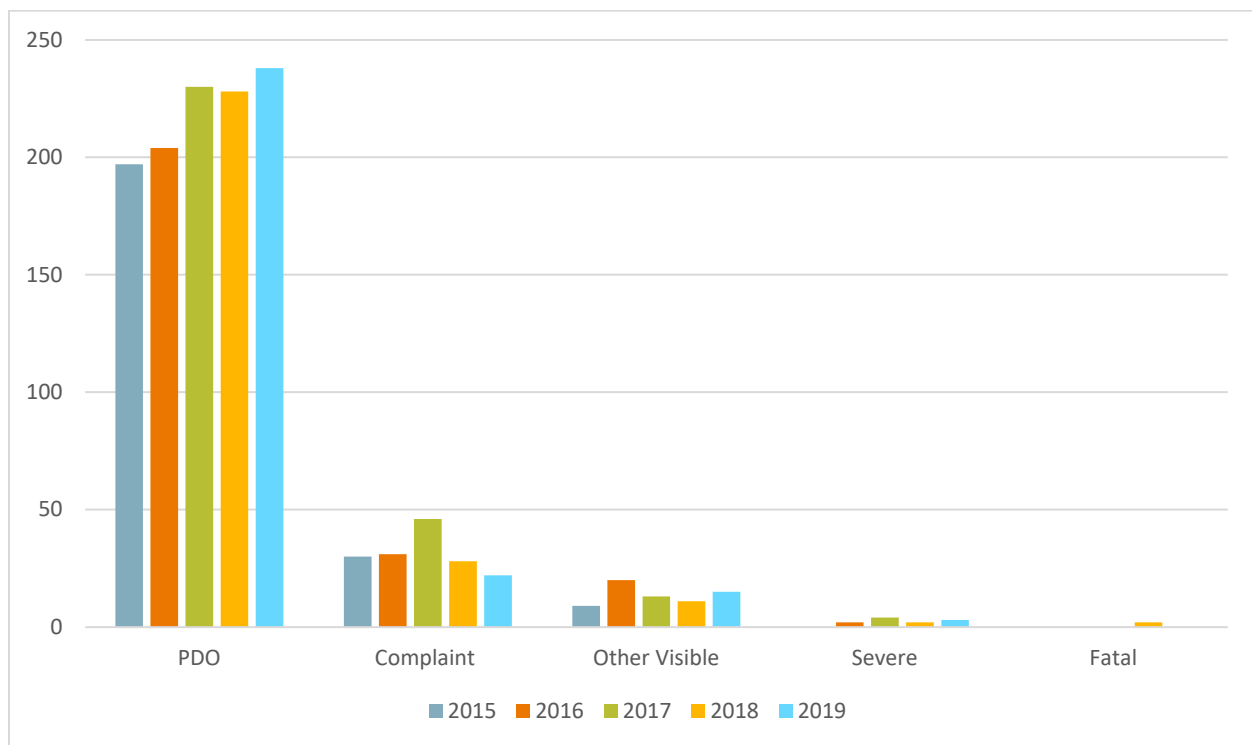
7.3. Severity Level

Knowing the outcomes of the crash (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the crash. From 2015 to 2019, there were a total of 2 fatal crashes and 11 crashes resulting in severe injuries, as shown in **Figure 1**.

The National Safety Council developed the “KABCO” injury scale, which is frequently used by law enforcement for classifying injuries:

- K – Fatal
- A – Severe injury
- B – Other Visible Injury
- C – Complaint of Pain
- O – No injury (Property Damage Only)

Figure 1 – Crash Severity by Year



Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

Table 3 below summarizes the crashes by severity for signalized intersections, unsignalized intersections and roadway segments. Of the three control types, unsignalized intersections had the most crashes (43%), followed by signalized intersections (37%) and roadway segments (20%). More fatal and severe crashes occurred at unsignalized intersections than at the other control types.

Table 3 – Crashes by Severity

	Signalized Intersection		Unsignalized Intersection		Roadway Segment		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	0	0%	1	50%	1	50%	2	0.1%
Severe Injury	4	29%	7	64%	0	0%	11	1%
Other visible Injury	27	38%	30	44%	11	16%	68	5%
Complaint of Pain	66	40%	55	35%	36	26%	157	11%
Property Damage Only	390	33%	486	44%	220	20%	1096	83%
Total	487	37%	579	43%	268	20%	1334	100%

Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

Figure 2 —Map of Fatal and Severe Injury Crashes

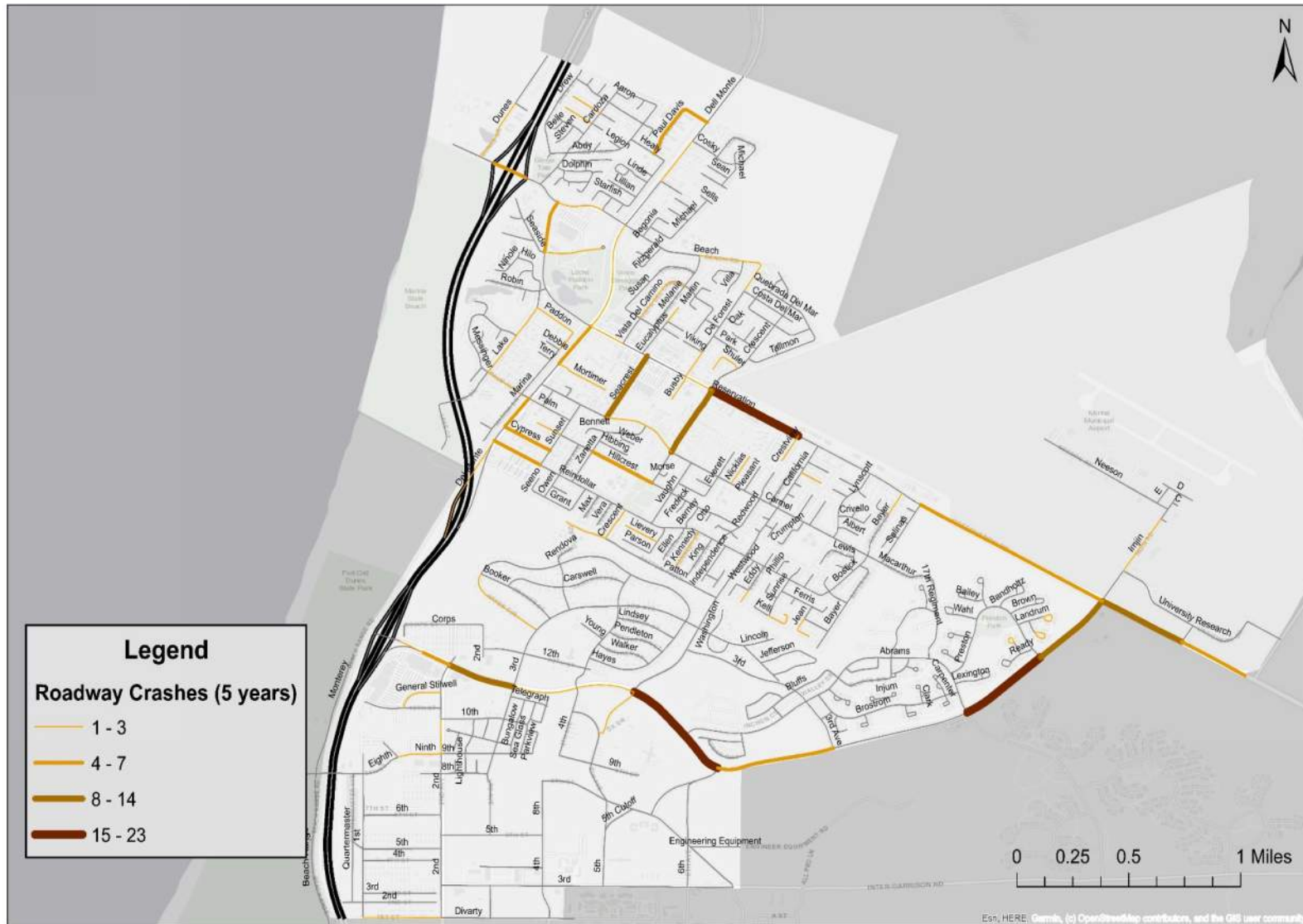


*Note: there were no roadway segments with severe injuries

Figure 3 —Crashes per Intersection



Figure 4 —Crashes per Roadway Segment

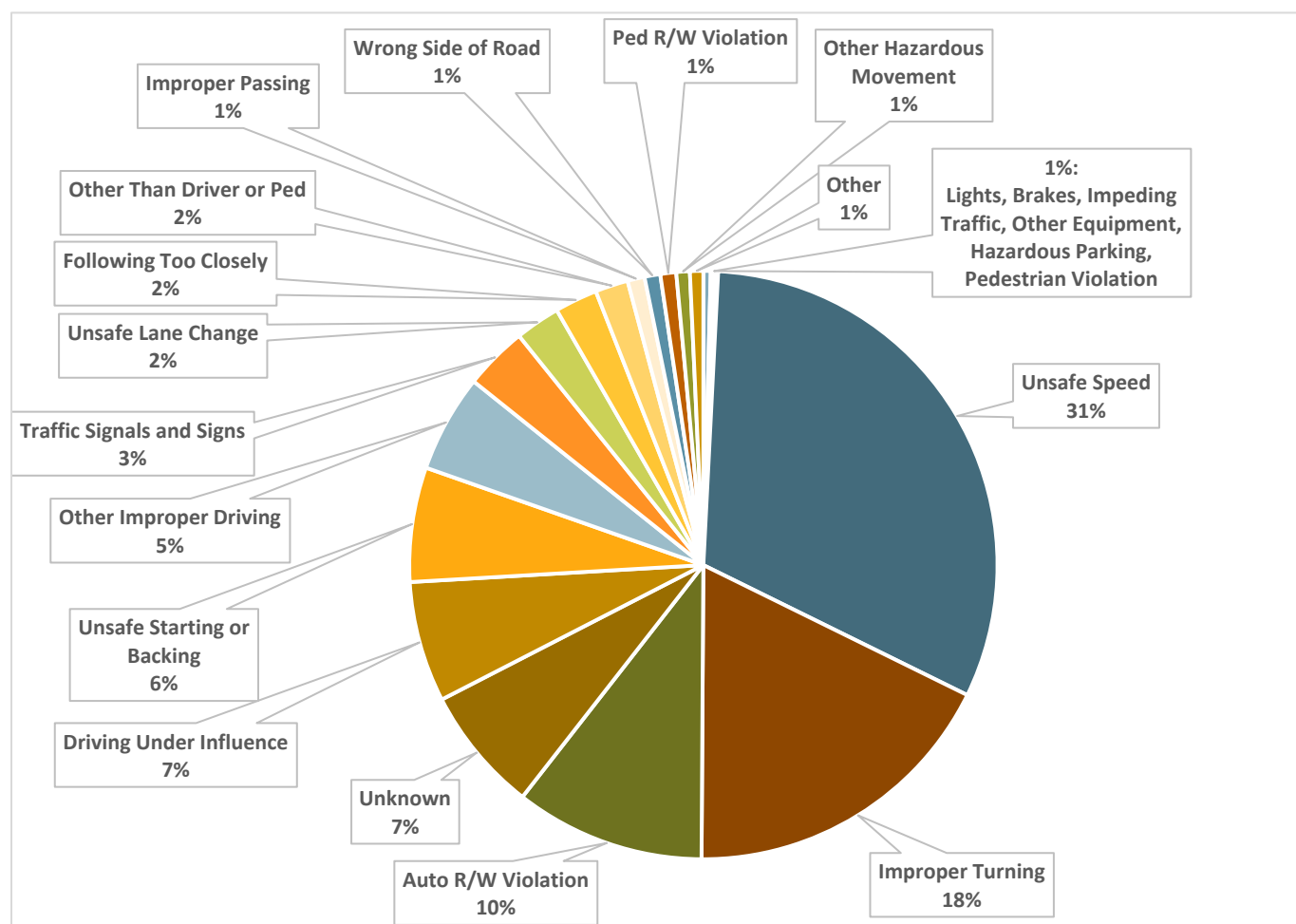


7.4. Cause of Crash

The California Vehicle Code (CVC) crash attribute of the Crossroads dataset, as identified by the responding officer, was analyzed to obtain a primary collision factor (PCF) associated with the crash. This was completed to pinpoint a specific cause for each crash based on the violation. The CVC codes were compiled and assigned a PCF depending on the conditions of the violation. The PCFs were then broken into several categories based on the 'PRIMARY_COLL_FACTOR' attribute values from Crossroads.

Figure 5 summarizes the contributing cause of collisions reported by the responding officer. In the City of Marina from 2015-2019, 31% of crashes are related to unsafe speeds. This is followed by improper turning (18%), Auto R/W Violations (10%), driving under the influence (7%), unknown causes (7%), and unsafe starting or backing (6%). The remaining causes make up approximately 21% of all collisions within the City of Marina.

Figure 5 – Crashes by Cause

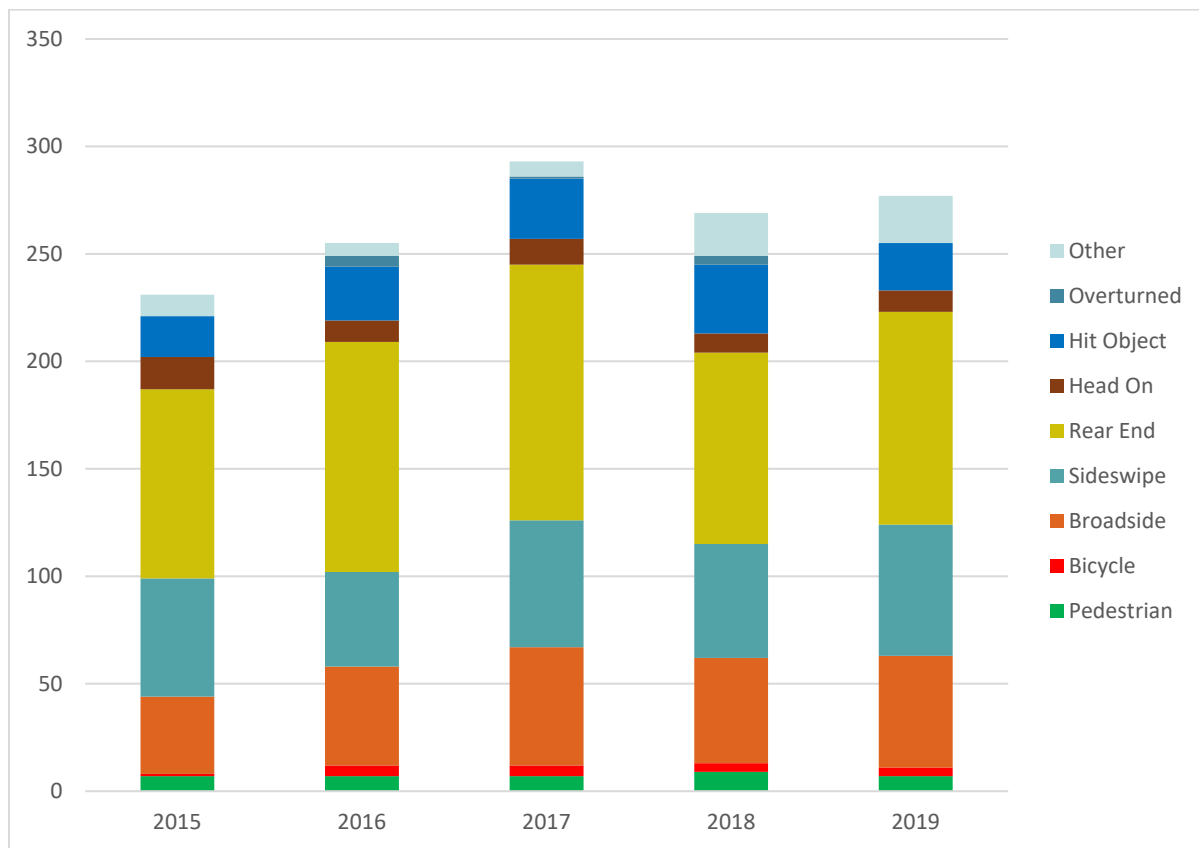


Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

7.5. Highest Occurring Crash Types

According to reported data, approximately 1,500 collisions occurred within the public roadways of the city during the five-year study period. Of these 1,500 collisions, 1,334 had sufficient spatial information to assign to intersections and roadway segments. **Figure 6** indicates that Rear-End (~38%), Sideswipe (~21%) and Broadside (~18%) collisions are consistently the most common collision types within the City of Marina.

Figure 6 – Crashes by Type



Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

7.6. Lane Departure

Caltrans defines crashes involving lane departure as those with crash types listed as 'Head-On', 'Hit Object', or 'Overturned'. This also includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash. There were 192 lane departure crashes over the study period within the City. Of the 894 lane departure crashes, 1 was fatal, 2 resulted in severe injuries, 15 with other visible injuries, 15 with complaints of pain, and 190 with no injuries (PDO).

7.7. Aggressive, Impaired and Distracted Driving

Table 4 below presents the number of crashes per year related to aggressive, impaired, and distracted driving.

Table 4 – Aggressive and Impaired Driving Crashes

Year	Aggressive Driving	Impaired Driving	Distracted Driving	Total
2015	88	31	1	120
2016	122	30	1	153
2017	137	40	0	177
2018	104	42	1	147
2019	106	43	2	151
Total	557	186	5	748

Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

7.7.1. Aggressive Driving

The Caltrans 2020-2024 Strategic Highway Safety Plan (SHSP) defined aggressive driving as driving behaviors that include speeding, tailgating, and other reckless maneuvers (as identified by the on-scene officer). Of the 557 aggressive driving collisions, 0 resulted in fatalities, 4 resulted in severe injury, 26 with visible injury, and 85 with complaint of pain by the involved parties and 442 with property damage only.

7.7.2. Impaired Driving

Collisions involving drugs or alcohol include all collisions where there was any evidence of drug or alcohol use by the driver. This is different from impaired driving statistics in that drivers do not need to exceed the legally defined threshold of intoxication to be counted. The 2020-2024 SHSP considers any level of alcohol consumption to have the potential to impact driver responsiveness and decision making. The City of Marina reported 186 impaired driving collisions from 2015-2019. Of the 186 impaired driving collisions, 1 resulted in a fatality, 2 with serious injuries, 16 with other visible injuries and 18 with complaints of pain. The remaining 149 collisions were property damage only.

7.7.3. Distracted Driving

Distracted driving is another newer challenge area that identifies collisions where the driver responsible for the collision was engaging in another activity that took their attention away from driving, thus increasing the chance of a crash. The SWITRS database includes an attribute for inattention as a factor in crashes. It also has a field for cell phone use. Only 5 distracted driving crashes were reported from 2015-2019, indicating issues related to under-reporting. More consistent reporting would give a better indication of the trends related to distracted driving.

7.8. Bicycle and Pedestrian Crashes

7.8.1. Bicycle Crashes

There were 22 bicycle-involved collisions over the study period between 2015-2019, making up 1.4% of all collisions in the city. Of the 22 bicycle-involved collisions, 1 was reported with a severe injury, 9 were reported with other visible injuries and 9 with complaints of pain. The remaining 3 collisions resulted in property damage only. These bicycle collision locations are visually represented in **Figure 7**.

7.8.2. Pedestrian Crashes

Over the five-year period between 2015-2019, 44 pedestrian-involved collisions occurred, making up nearly 3% of all collisions within the city. Of the 44 collisions, 5 collisions with severe injuries, 14 collisions with other visible injuries, and 17 collisions with complaints of pain. The remaining crashes were reported with property damage only. These pedestrian collision locations are visually represented in **Figure 8**.

Table 5 displays the locations of these collisions and Table 9 identifies what action the pedestrian was taking at the time of collision. Most pedestrians were identified as crossing in a crosswalk at an intersection.

Table 5 – Action of Pedestrian in Collision

	Pedestrian Action				
	Crossing In Crosswalk At Intersection	Crossing Not In Crosswalk	In Road	Not In Road	Total
Number of Crashes	18	10	3	13	44

Figure 7 – Bicycle-Involved Crash Locations



Note: There were no intersections with exactly 2 or 3 bicycle crashes

Figure 8 – Pedestrian-Involved Crash Locations



8. RECOMMENDATIONS

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that are likely to address conditions that were observed to contribute to crash activity in the City.

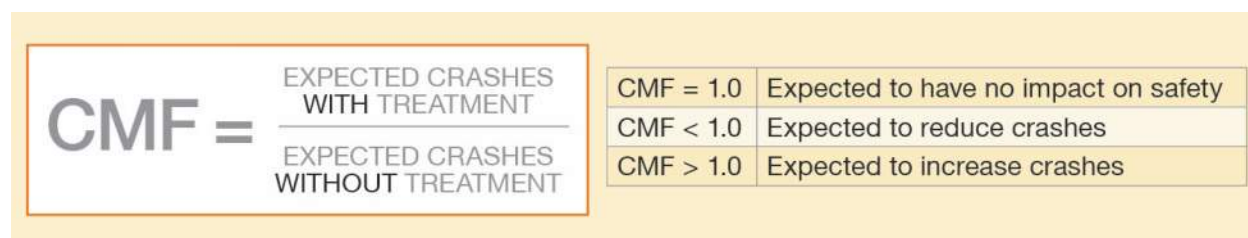
8.1. Engineering Countermeasures

While there are many safety countermeasures that could be used to systemically improve roadway safety, the following sections provide countermeasures for consideration by the City. The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

8.1.1. Crash Modification Factors (CMFs)

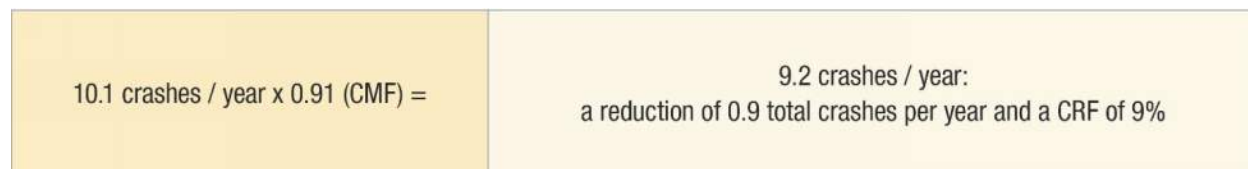
When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 9** illustrates the definition of CMFs.

Figure 9 – CMF Calculation



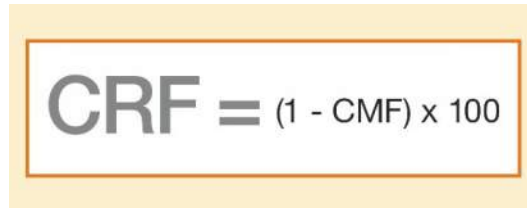
The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 10** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

Figure 10 – CMF Method Sample Calculation



A CRF is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. **Figure 11** presents how a CRF is calculated in relationship to a CMF.

Figure 11 – CRF Calculation

The figure shows the formula for CRF calculation: $CRF = (1 - CMF) \times 100$. The formula is presented in a large, bold, black font, centered within a white rectangular box. This box is itself centered within a larger, light orange rectangular frame.

Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D, the LRSM, or from the FHWA CMF Clearinghouse website (<http://www.cmfclearinghouse.org/>).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four-star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three independent CMFs be applied to a particular site.

The countermeasures proposed in this document were chosen because of their effectiveness in reducing crashes.

8.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective for the City are listed in **Table 6**, and include low-cost and higher-cost items that can be implemented in phases where appropriate. The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid the City in understanding potential reductions from crashes by different countermeasures.

Table 6 – City of Marina Engineering Countermeasures Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Signalized Intersections									
Install intersection lighting			0.6	40%		X		100%	\$\$
Retroreflective backplates			0.85	15%	X			100%	\$
Improve signal timing (coordination)			0.85	15%	X			50%	\$\$
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			100%	\$\$\$
Protected left turn phase			0.7	30%	X			100%	\$\$
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			100%	\$\$\$
Install raised pavement markers and striping			0.9	10%	X			100%	\$
Install flashing beacons as advanced warning			0.7	30%	X			100%	\$\$
Install High Friction Surface Treatment (HFST)			0.45	55%	X			100%	\$\$\$
Install raised median on approaches			0.75	25%	X			100%	\$\$
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%	\$\$
Pedestrian countdown signal heads	X		0.75	25%			X	100%	\$
Pedestrian scramble	X		0.6	40%			X	100%	\$\$
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	100%	\$
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	100%	\$
Flashing yellow arrow			0.94	6%	X			N/A	\$
Signal ahead warning signs			0.85	15%	X			N/A	\$
Unsignalized Intersection									
Add intersection lighting			0.6	40%		X		100%	\$\$
Install all-way STOP control			0.5	50%	X			100%	\$
Convert intersection to roundabout			Varies	Varies	X			100%	\$\$\$
Convert intersection to mini-roundabout			70%	30%	X			90%	\$\$
Install/upgrade intersection warning/regulatory signs			0.85	15%	X			100%	\$
Upgrade pavement markings			0.75	25%	X			100%	\$
Install flashing beacons at stop-controlled intersections			0.85	15%	X			100%	\$\$
Install flashing beacons as advanced warning			0.7	30%	X			100%	\$\$
Clear sight triangles			0.8	20%	X			90%	\$ - \$\$\$
Install High Friction Surface Treatment (HFST)			0.55	55%	X			100%	\$\$\$

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install splitter-islands on minor road approaches			0.6	40%	X			100%	\$\$
Install raised median on approaches			0.75	25%	X			90%	\$\$
Directional median openings to restrict turning movements			0.5	50%	X			90%	\$\$
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%	\$\$\$
Install right-turn lane			0.8	20%	X			90%	\$\$
Install left-turn lane			0.65	35%	X			90%	\$\$
Pedestrian refuge island	X		0.55	45%			X	90%	\$\$
Install/upgrade pedestrian crossing (with enhanced safety features)	X		0.65	35%			X	100%	\$
Rectangular Rapid Flashing Beacon (RRFB)	X		0.65	35%			X	100%	\$\$
Pedestrian Signal	X		0.45	55%			X	100%	\$\$\$
Retroreflective strips on signposts			Not Available	Not Available	X				\$
Crosswalk lighting	X		0.6	40%			X	100%	\$\$
Colored bicycle lanes		X	0.61	39%			X		\$
Curb extensions	X		0.63	37%			X		\$\$\$
Roadway Segments									
Add segment lighting			0.65	35%		X		100%	\$\$
Remove or relocate fixed object outside of Clear Recovery Zone			0.65	35%	X			90%	\$\$\$
Install impact attenuators			0.75	25%	X			100%	\$\$
Install pedestrian median fencing	X	X	0.65	35%			X	90%	\$\$
Install bike lanes	X	X	0.65	35%			X	90%	\$\$
Install/upgrade pedestrian crossing (with enhanced safety features)	X	X	0.65	35%			X	90%	\$
Install raised pedestrian crossing	X	X	0.65	35%			X	90%	\$\$
Rectangular Rapid Flashing Beacon (RRFB)	X	X	0.65	35%			X	100%	\$\$
Speed feedback signs (mobile or fixed)			Not Available	Not Available	X			Opportunity for OTS funding	\$
Curve Shoulder Widening (Outside Only)			0.55	45%	X			90%	\$\$\$
Install chevron signs on horizontal curves			0.60	40%	X			100%	\$
Install curve advance warning signs			0.75	25%	X			100%	\$
Install curve advance warning signs (flashing beacon)			0.70	30%	X			100%	\$\$

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install centerline rumble strips/stripes			0.80	20%	X			100%	\$\$
Install edgeline rumble strips/stripes			0.85	15%	X			100%	\$\$
Improve pavement friction (High Friction Surface Treatment)			0.45	55%	X			100%	\$\$\$
Install dynamic/variable speed warning signs			0.70	30%	X			100%	\$\$
Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)			0.85	15%	X			100%	\$
Install delineators, reflectors and/or object markers			0.85	15%	X			100%	\$

\$\$\$ Requires design and construction of extensive infrastructure improvements
\$\$ Requires procurement and/or minor construction activities
\$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

8.1.3. Project Sheets for Priority Locations

From the Citywide analysis, five project case study locations were selected for further analysis and development of safety improvement recommendations. For each of these priority locations, project sheets were developed to provide a case study to organize projects when applying for funding. These locations were identified through the analysis process based on their crash histories, the observed crash patterns, and their differing characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

Each project sheet includes location maps with an aerial, crash data summary, and list of recommended safety countermeasures with corresponding CMFs, number of crashes anticipated to be reduced, 10-year crash reduction estimate and benefit, and planning level construction cost estimates. The potential safety countermeasures identified reflect safety improvements that can be applied to reduce the likelihood of future crashes. Countermeasures were subjected to a benefit/cost assessment to determine their potential return on investment. These case studies can be used to select the most appropriate countermeasure(s), and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history.

These project sheets can also be used to position the City for future grant funding opportunities. Highway Safety Improvement Program (HSIP) funding is allocated to applicants on the criteria of Benefit-cost-ratio (BCR). Each countermeasure in the project sheets has a Benefit-cost-ratio (BCR) associated with it, thus enabling the City to choose which countermeasures it would like to include in a potential HSIP application. **Table 7** below presents the BCR cutoffs and the average BCR of selected projects for previous HSIP cycles.

Table 7 – Historical HSIP Cycle Information

Cycle	Release Date	Number of Applications	Number of projects selected	HSIP funds approved (\$M)	BCR Cutoff	Average BCR of selected projects
4	2/23/11	357	179	\$74.5		7.9
5	10/19/12	276	221	\$111.3		14.6
6	11/14/13	389	231	\$150.0		10.7
7	11/12/15	212	182	\$160.0		16.9
8	11/21/16	247	225	\$216.9	3.5	10.3
9	12/12/18	351	220	\$180.8	7.5	17.7
10	3/30/21	429	268	\$238.3	12.0	24.0
	Total	2,261	1,526	\$1,132.3		14.6

Table 8 presents a summary of the potential safety countermeasures identified for each of the priority locations listed below and corresponding benefit/cost. A project sheet was developed for each of the priority locations containing additional information and are included in **Appendix D**.

- Reservation Road and De Forest Road
- Imjin Parkway and 3rd Avenue
- Del Monte Boulevard and Beach Ave
- Imjin Parkway Corridor Improvements (from Imjin Road to 2nd Ave)
- Reservation Road Corridor Improvements

The Reservation Road corridor improvements include the roadway segments from Del Monte Boulevard to Imjin Parkway, as well as the following signalized intersections:

- Del Monte Boulevard
- Crescent Avenue
- Seacrest Avenue
- De Forest Road
- Vista Del Camino
- California Avenue
- Marina Square Eastern Driveway

Table 8 – Priority Location Summary

Location	Potential Countermeasures	B/C
Reservation Road and De Forest Road	Install pedestrian crossings (S.I.)	26
	Modify signal phasing to implement LPI	90
	Install advance stop bar before crosswalk (Bicycle Box)	70
	Add intersection lighting	5
	Install raised medians (refuge islands)	16
Reservation Road Corridor	Install Retroreflective Backplates	25
	Improve signal timing (coordination, phases, red, yellow, or operation)	54
	Provide Advanced Dilemma-Zone Detection for high speed approaches	18
	Install emergency vehicle pre-emption systems	0.0
	Install raised pavement markers and striping (Through Intersection)	15
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	20
	Install dynamic/variable speed warning signs	15
	Install Separated Bike Lanes	0.0
Imjin Parkway and 3rd Ave	Install traffic signal	14
	Add intersection lighting	433
	Stripe ladder crosswalk and Class II Bicycle Crosswalks	163
	Install Retroreflective Backplates	167
	Interconnect to 2nd Ave Signal	67
	Roadway Paving - HMA conform sidewalk (2')	-
	Minor Concrete (Sidewalk)	-
	Minor Concrete (Curb and Gutter)	-
Imjin Parkway Corridor	Install Retroreflective Backplates	46
	Coordinate the signals at 2nd, California and Abrams	84
	Provide Advanced Dilemma-Zone Detection for high speed approaches	28
	Install emergency vehicle pre-emption systems	0.2
	Install raised pavement markers and striping (Through Intersection)	76
	Install dynamic/variable speed warning signs	82
Del Monte Boulevard and Beach Road	Install delineators, reflectors and/or object markers	265
	Install dynamic/variable speed warning signs	310
	Road Diet (Merge the lanes in the NB approach to the Roundabout)	742
	Install a fence in the median of the NB approach to limit line of sight	0

9. EMPHASIS AREAS

9.1. Emphasis Area 1: Reduce Aggressive Driving Behavior

Description:

The Strategic Highway Safety Plan (SHSP) describes aggressive driving as speeding or driving too fast for roadway conditions, tailgating, and other forms of reckless driving maneuvers such as weaving through traffic. Aggressive driving often includes instances where drivers disobey or run traffic signals and signs. Under the SHSP a collision may be deemed as an aggressive driving collision if any of the aforementioned criteria are documented but not necessarily the primary collision factor. In the past five years, there have been 557 crashes attributed to aggressive driving, four of which resulted in serious injury. Of these aggressive driving collisions, 470 (85%) were a result of unsafe speed, 52 (9%) were related to traffic signal and sign violation, and 35 (6%) were a result of following too closely. Nearly three-quarters of the aggressive driving collisions (396 in total) were rear-end collisions with the second highest collision type being hit object collisions at a total of 58.

Data Finding	The City and its safety partners identified aggressive driving as a safety concern. In the 5-year study period, 37% of all crashes involved aggressive driving. Rear-end crashes, which are closely related to aggressive driving, are the most common crash type in the City.
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Goals:

- Reduce annual aggressive driving collisions.

Strategies:

- Install speed warning signs at “high risk” intersections
- Implement advanced dilemma zone detection
- Coordinate traffic signals along corridors to reduce speeding
- Consider the use of geometric roadway changes to reduce speeding
- Install speed feedback signs along corridors with history of speeding
- Conduct routine speed surveys to keep speed limits current and enforceable
- Enforce legislation that specifically penalizes aggressive driving
- Target key intersections and road segments and review striping and signage through roadway safety assessments
- Organize targeted education campaign on safety problems at “high risk” intersections
- Additional focused traffic enforcement presence using an equity lens

9.2. Emphasis Area 2: Improve Visibility and Lighting

Description:

Visibility is an important factor in roadway safety that benefits drivers and active transportation users. Improving roadway visibility includes installing and/or maintaining street lighting, retroreflective backplates on signals and signs, and roadway striping. Between 2015-2019, of the 1,500 total collisions, 349 occurred while it was dark with streetlights and 32 occurred while it was dark with no streetlights. Of these dark condition collisions, 14 collisions involved a pedestrian or bicyclist. As the City expands and encourage active transportation use, it is important to make infrastructure improvements that ensure all roadway user safety at all times of the day.

Data Finding	Out of the 349 crashes not occurring during daylight, the most common type of crash is rear-ends (29%). Aside from the improvements to the safety of active transportation users, improved lighting and visibility can significantly reduce the number of collisions that result in some form of property damage.
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Goals:

- Improve, enhance, or install intersection and segment lighting throughout the City.

Strategies:

Incorporate other visibility improvements such as:

- Improved roadway and intersection lighting
- Retroreflective backplates on signals and signs
- Retroreflective poles
- Retroreflective warning signs on curved roadways
- High visibility marked crosswalks
- Pedestrian crossing warning signs at pedestrian dense locations and transit hubs
- Advanced stop bars
- Curb extensions and/or curb bulb-outs where feasible
- Emergency Vehicle Preemption

9.3. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work, Ninth Edition*, is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas. While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 9** contains countermeasures that have demonstrated effectiveness and could be applied at the City level. Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but is something that could also be considered for the City. These non-infrastructure countermeasures can be implemented through securing grant funding such as California Office of Traffic Safety (OTS) grants and other federal, state, and regional funding programs presented in Section 10.

Table 9 – Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Impaired Driving				
Publicized Sobriety Checkpoints	*****	\$\$\$	Medium	Short
High-Visibility Saturation Patrols	****	\$\$	High	Short
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	*****	\$\$\$	Medium	Medium
Integrated nighttime seat belt enforcement	****	\$\$\$	Unknown	Medium
Distracted Driving				
High visibility cellphone/text messaging enforcement	****	\$\$\$	Low	Medium

Effectiveness:

***** Demonstrated to be effective by several high quality evaluations with consistent results

**** Demonstrated to be effective in certain situations

Cost to Implement:

\$\$\$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources

\$\$ Requires some additional staff time, equipment, facilities, and/or publicity

\$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity

† Can be covered by income from citations

Use:

High: More than two-thirds of states, or a substantial majority of communities

Medium: Between one-third and two-thirds of states or communities

Low: Less than one-third of states or communities

Unknown: Data not available

Time to Implement:

Long: More than 1 year

Medium: More than 3 months but less than 1 year

Short: 3 months or less

10. EVALUATION AND IMPLEMENTATION

10.1. Evaluation

The success of the LRSP will be evaluated using the preliminary process outlined below. This process will be useful to ensure proper implementation of goals and to determine when updates are needed.

- Quarterly progress meetings are recommended to be conducted to track the implementation of the plan. In addition, the success of the plan will be evaluated on a reoccurring basis.
- An update to the plan should be considered after no more than five to seven years.
- Continued monitoring and recording of traffic incidents on local roadways by law enforcement.
- Maintain a list of focus areas where there are transportation safety concerns, based on historical crash data.

10.2. Implementation

Implementation of the LRSP can be accomplished through several avenues including development of projects, the establishment of new policies and programs, and development/strengthening of relationships with stakeholders.

With regard to projects, the following identifies potential focus areas for the City in the near-to-mid-term.

10.2.1. Near- and Mid-Term Focus Areas

The opportunities identified in this LRSP provide more of the systemic countermeasures that can be applied within the City. Over the next three to five years, it is recommended that the City concentrate its efforts on the following emphasis areas:

- Aggressive Driving
- Visibility and Lighting
- Pedestrians
- Bicyclists

Analysis conducted at the Citywide level indicated that these factors were some of the most frequent influences contributing to K+SI crashes within the City. The countermeasure opportunities previously discussed in this LRSP for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focus areas can be developed with a high benefit-to-cost ratio (by applying Citywide crash rates), allowing competitive projects to be developed even at sites with little to no direct crash history, but with conditions that might contribute to future crashes.

10.3. Updates to the LRSP

The following steps outline the process for updating the City's LRSP every 5 to 7 years.

1) Access necessary data

- Roadway and intersection classification/configurations
- Average Daily Traffic Volumes (Collected from counts where available)
- Collision history

2) Network screening

- Calculate the CCR for each roadway functional classification and intersection control type
- Rank for each facility type
 - i) Roadway Segment
 - (1) Primary
 - (2) Secondary
 - (3) Local
 - ii) Intersection
 - (1) Signalized
 - (2) Unsignalized

3) Select locations

- Identify the location with a higher CCR than what is typical of comparable facility types within City
- Analyze the collision history and work with local officials to understand any significant exterior influences on the location

4) Countermeasures

- Using the Engineering Countermeasures Toolbox (**Table 6**) and Non-Infrastructure Toolbox (**Table 9**), identify potential countermeasures that can be applied to the local to enhance safety features

5) Develop a Project Sheet that can serve as a template for analyzing future locations

6) Calculate the benefit and the cost of each applicable countermeasure using Highway Safety Improvement Program (HSIP) tool and LRSM countermeasures. If those are not available, refer to other resources such as the CMF Clearinghouse and follow a similar calculation (using 20-year cost and benefit numbers). See more information in the section **HSIP Analyzer** below.

The LRSP has completed steps 1 through 6. In subsequent years, the City can begin at step 1 to continue the LRSP process. Additional items the City can do to keep the LRSP current are:

- 1) When new or reconstruction projects arise, use the data processed to identify locations with similar characteristics and apply countermeasures which proved effective
- 2) Proactively update its roadway and traffic standards to address systemic safety issues identified in the LRSP

10.3.1. HSIP Analyzer

As of 2021, the preferred way to calculate the BCR for the HSIP program uses Caltrans HSIP Analyzer tool in the form of an active PDF. The PDF tool contains 4 sections which are used to calculate the Benefit Cost Ratio for the Highway Safety Improvement Program.

This tool can be accessed on the Caltrans website:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

Projects appropriate for other state grant programs can be analyzed using the Life-Cycle Benefit Cost Analysis Model (CalB/C) which has a much more comprehensive benefit assessment tool set.

10.3.2. HSIP Eligibility

Per Chapter 9 of the Highway Safety Improvement Program, funds are eligible for projects that improve the safety of its users on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members.

HSIP looks for safety projects that can be designed and constructed expeditiously and do not require significant acquisition of rights-of-way. Proposed projects should not require extensive environmental review and mitigation. Additional information on the HSIP project selection criteria can be accessed online:

- Benefit Cost Ratio Applications
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/hsipanalyzerinstructions2020bcr.pdf>
- Funding Set-asides (Non-Benefit Cost Ratio Applications)
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/hsipanalyzerinstructions2020sa.pdf>

HSIP project eligibility is subject to the California SHSP. The SHSP identifies statewide challenge areas that correspond to safety concerns at the statewide level and potential countermeasure to address them and determine HSIP project eligibility. SHSP's are developed in compliance with FHWA requirements. A list of eligible project types can be seen in the current HSIP Analyzer. More information can be accessed online at the Caltrans HSIP grant website:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

10.4. Funding

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

10.4.1. Highway Safety Improvement Program (HSIP)

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

- New or upgraded traffic signals
- Upgraded guard rails
- Marked crosswalks

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

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

10.4.2. Caltrans Active Transportation Program (ATP)

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

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

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/>

10.4.3. State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.

10.4.4. California Senate Bill 1 (SB 1)

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

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

- Bike and Pedestrian Projects: \$100 million
- This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the Active Transportation Program (ATP).
- Local Planning Grants: \$25 million

10.4.5. California Office of Traffic Safety (OTS) Grants

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

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

10.4.6. SACOG Regional Funding Programs

The Sacramento Area Council of Governments (SACOG) provides funding allocation for various multi-modal transportation projects in the Sacramento region. Projects that are considered for this regional funding program must be eligible for CMAQ, RSTP, or STIP funds.

Performance outcomes which are considered for selection include those which:

- Reduce regional VMT per capita
- Reduce regional congest VMT per capita
- Increase multi-modal or alternative travel choices
- Provide long term benefits, sustaining both rural and urban economies
- Improve movement of goods, in and through the region
- Improve safety and security
- Maintain and improve upon the existing transportation system

10.4.7. Safe Streets and Roads for All (SS4A)

The US DOT released a notice of funding opportunity for the Safe Streets and Roads for All (SS4A) program in 2022. This program has allocated \$1B annually for the next 4 years for local cities, counties, MPOs, and other roadway owners (excepting state DOTs) for safety improvement grants for safety planning, education, enforcement, and roadway improvements. Evaluation criteria are oriented to the project's alignment with the Safe Systems approach, and not strictly based on BCR.

- There is a 20% local match requirement (can be in-kind contribution via staff billable hours)
- Planning grants are open to any eligible agency
- Implementation grants are open to agencies with a completed safety plan such as a Local Road Safety Plan for Vision Zero
- Planning grants are expected to range from \$100K to \$1M
- Implementation grants are expected to range from \$1M to \$20M

11. NEXT STEPS

The City of Marina has completed this LRSP to **guide the process of future transportation safety improvements** for years to come. The data-driven analysis process identified crash types, related primary crash factors, and locations of many crashes. Based on this process, emphasis areas were identified. These emphasis areas will guide traffic safety improvements, education programs, and capital improvements for the City. Using the analyzed data and outputs from this LRSP, the City will:

- Apply for HSIP grant funding for safety improvements throughout the City that address the various emphasis areas identified, including intersections and lane departures
- Actively seek other funding opportunities to improve safety for all modal users
- Collaborate with established stakeholders and neighboring municipalities (i.e. Monterey County, TAMC, Monterey Salinas Transit (MST))) as improvements are made to create a cohesive transportation network
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design and operate a safer transportation network in the City of Marina
- Complete annual review of safety data

APPENDIX A

LITERATURE REVIEW

ID	Document Name	Year	Agency	Document Description	Transportation Improvements / Policies	Safety
1	Monterey County Active Transportation Plan	2018	Transportation Agency for Monterey County (TAMC)	-Identifies gaps in the bike and ped network	-The recommended projects can possibly be funded by Measure X -Top priority local projects include: 1. Reservation Rd between Del Monte Blvd to Salinas Ave, and from Salinas Ave to Blanco Rd 2. Imjin Rd/12th St from Imjin Road to Reservation Road 3. Cardoza Ave from Beach Road to the end of Cardoza Ave -Marina in 2017 had a population of 21,528 -0.8% bike to work, 3.1% walk to work	-Between 2010 and 2016, bikes and peds accounted for 13.6% of crashes in Monterey county and 21.6% of crashes in Marina -Most ped crashes occurred along Reservation, Beach, Del Monte, Imjin and California -Most bike crashes occurred along Del Monte, Imjin, and in the grid by Crescent/Hillcrest -Bike and Ped Committee requests improvements to the intersections of Del Monte Blvd & Palm Ave and Carmel Ave & Monterey Bay Sanctuary Scenic Trail -See Page 132-135 for list of proposed projects
2	City of Marina Pedestrian and Bicycle Master Plan	2018	City of Marina Community Development Department	The Marina Pedestrian and Bicycle Master Plan (Plan) has three primary purposes: providing guidelines for facilities improvements, positioning the City for grants to finance improvements, and playing a role in the City's work to reduce greenhouse gas emissions	-The Monterey Bay Coastal Bike Path trail passes through Marina, connecting the city to Castorville -Limited Class II bike lanes within the city (primarily along Reservation Road, California Avenue, and Beach Road west of Del Monte Boulevard) -Pedestrian roadway crossing distances should be as short as possible to reduce pedestrian exposure time; pedestrian refuge islands should be used for wider streets -Curb extensions and median noses should be used where feasible to reduce the speed of turning motorists. Short signal cycles are encouraged to promote red signal compliance -Pg 45 map of proposed ped facilities, -Pg 49 map of proposed bike facilities	-Bike lane striping and ped xing striping should be thermoplastic -Pg 69 lists design considerations for mid-block crossings -pg 86 Ped infrastructure deficiencies -pg 87 Bike infrastructure deficiencies -pg 88 List of priority projects
3	Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan	2020	Transportation Agency for Monterey County	Provides development framework for the planned community	-According to the study, "One in ten Marina residents lives in a disadvantaged neighborhood, where 53% of households live in poverty, 16% lack access to a car, and nearly 30% of residents over the age of 25 have no high school education." -21% of people involved in bike related vehicle crashes are 14 years old or younger	-TAMC also collected ADT data
4	City of Marina General Plan	2010	City of Marina at Monterey Bay	The plan has two goals: 1) To guide daily and long-term planning and development decisions by the City in a manner consistent with stated City goals and 2) To provide clear documentation of the City's goals and commitments	-pg 85 map of roads by type -pg 92 transit map - Transit service in Marina is limited, provided by Monterey-Salinas Transit (MST) -Streets such as De Forest Road, Crescent Avenue, Beach Road east of Del Monte Boulevard, and Carmel Avenue are to remain 2 lanes -City desired LOS D or better along all highway segments and major roads -Existing and future ADT values are presented for major roadways in Table 3.1.A and for collectors in Table 3.1.B	-Right-turn lanes are prohibited for the sections of arterials which pass through residential areas
5	2021 Resurfacing Project	2021	City of Marina Public Works	Map and list of locations to receive slurry seal treatment	-Slurry seal schedule shows which streets are receiving treatments https://cityofmarina.org/142/Street-Maintenance	
6	A message from the Marina Traffic Unit	2015	Marina Police Department	Memo from PD describing speeding along Imjin and enhanced efforts to enforce speed limits	-Speeding is a recurring issue at Imjin Parkway -City will enforce speed limits with the use of LIDAR https://www.cityofmarina.org/DocumentCenter/View/4982/A-message-from-the-Marina-Traffic-Unit?bidId=	

Excerpt from the 2018 Monterey County Active Transportation Plan, Pages 123-134



2018 Monterey County Active Transportation Plan

5.7 Marina

Demographic Profile

The City of Marina is in the Monterey Peninsula with 21,528 people, as reported by the California Department of Finance 2017 data.

The median age in Marina is 36, which is slightly older than the median age of 33 countywide. Approximately 13.6% of Marina's population is younger than 18 years old. Marina was home to the former Fort Ord, and currently is home to the most ethnically diverse population in the County: 45% are white, 27% Latino, 13% Pacific Islander, 10% Asian, 8% African American.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. In Marina, approximately 2,200 residents live in a disadvantaged neighborhood where 53% of households live in poverty, 16% do not have access to a car, and nearly 30% have no high school education¹. In addition, Marina is home to disadvantaged populations as defined by the California Health Disadvantaged Index and the CalEnviroScreen 3.0.

Safety Profile

In the City of Marina, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 305 collisions in Marina between 2010 and 2016 there were 66 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 21.6% or 1 out of

every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Marina are approximately 2.6% and 1.1% respectively.



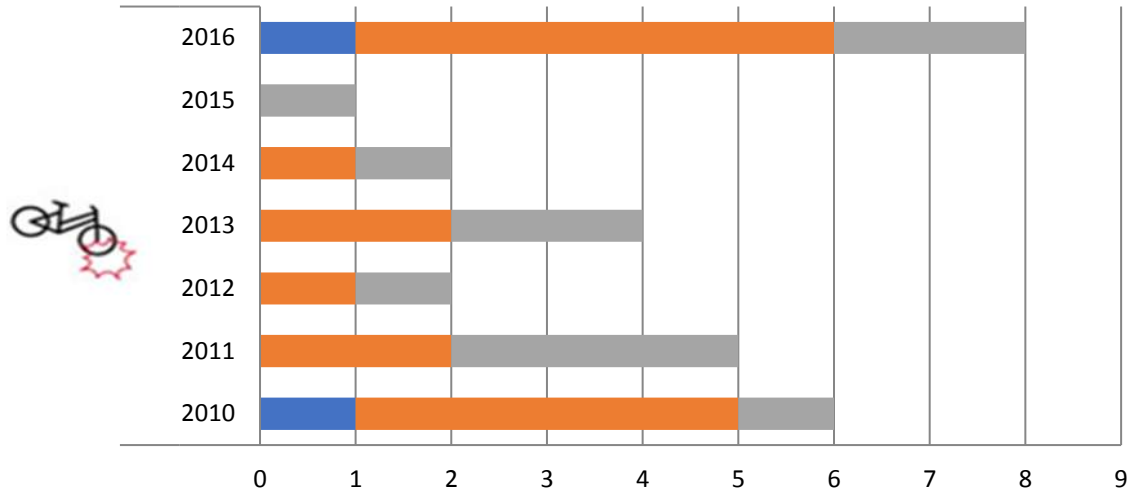
The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

¹ Health Disadvantage Index for California:
<http://phasocal.org/ca-hdi/>



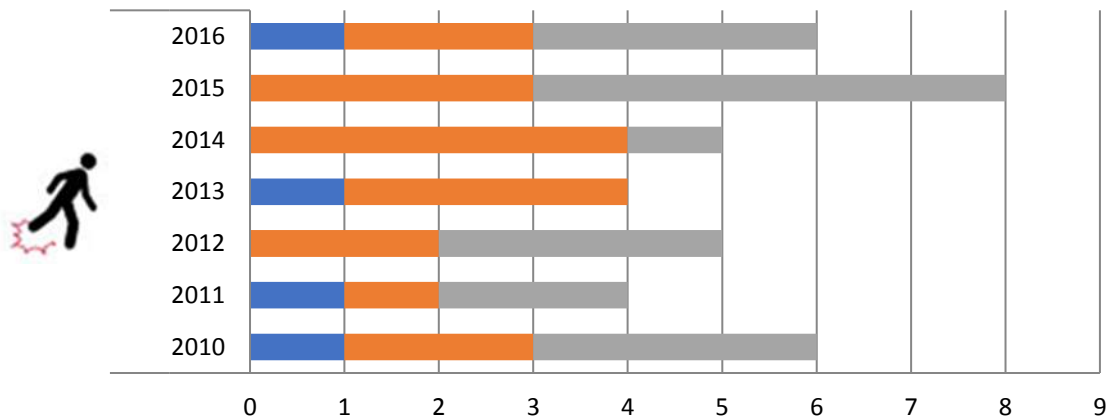
2018 Monterey County Active Transportation Plan

Bicycle Collisions by Injury Severity: 2010 - 2016



	Y						
	2010	2011	2012	2013	2014	2015	2016
■ 2-Severe Injury	1						1
■ 3-Complaint of Pain	4	2	1	2	1		5
■ 4-Other Visible Injury	1	3	1	2	1	1	2

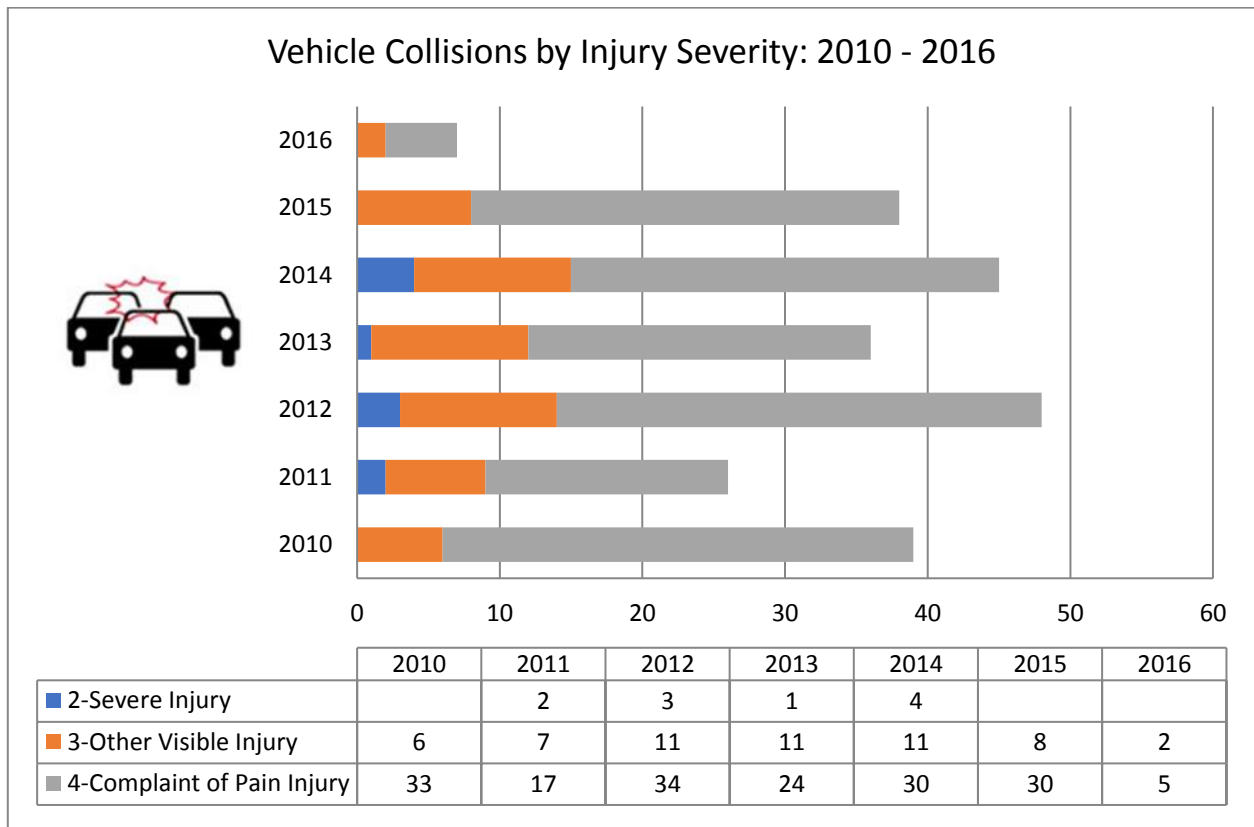
Pedestrian Collisions by Injury Severity: 2010 - 2016

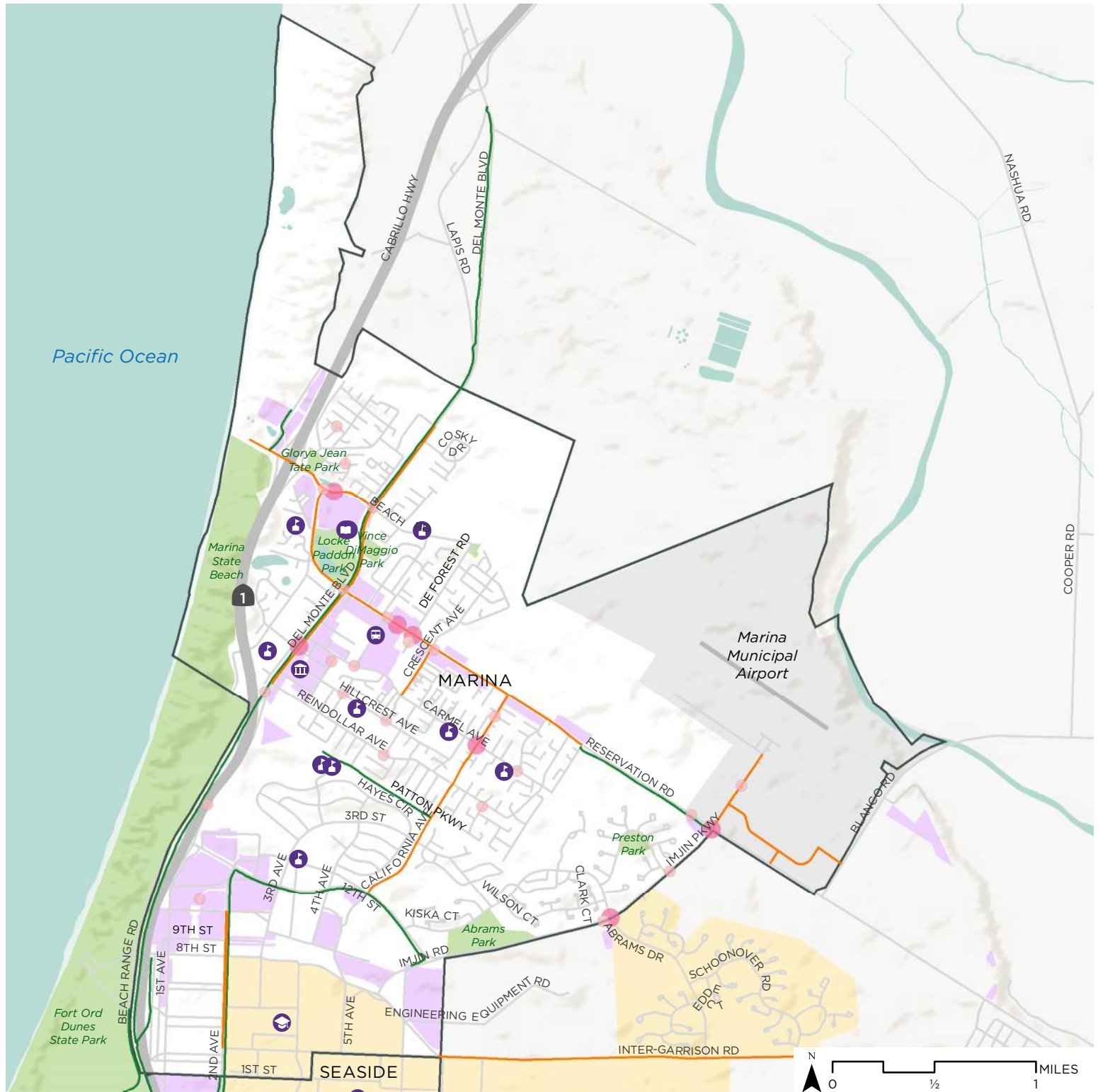


	Y						
	2010	2011	2012	2013	2014	2015	2016
■ 2-Severe Injury	1	1		1			1
■ 3-Other Visible Injury	2	1	2	3	4	3	2
■ 4-Complaint of Pain	3	2	3		1	5	3



2018 Monterey County Active Transportation Plan





Marina

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane

Uphill bikeway
(Slope > 4%)

Points of Interest

- K-12 School
- College/University
- City Hall
- Transit Center
- Public Library

Land Use

- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary

Pedestrian Collisions

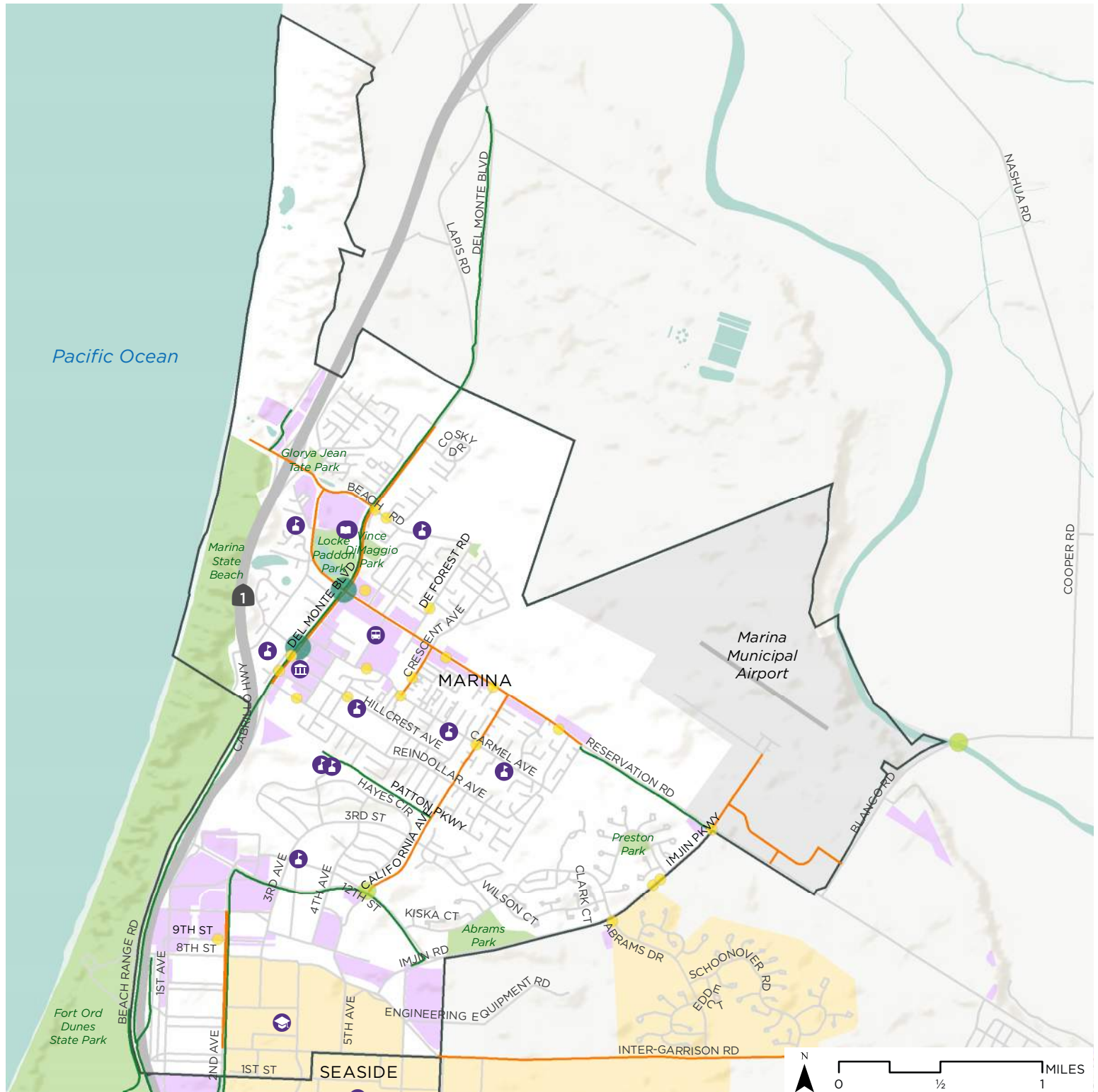
- 1
- 2 - 3



Data provided by
Monterey County TAMC,
UC Berkeley TIMS 2010-2016.
Terrain data by ESRI, NOAA.

Map produced October 2017
by Alta Planning + Design.





Marina

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane

Uphill bikeway
(Slope > 4%)

Points of Interest

- K-12 School
- College/University
- City Hall
- Transit Center
- Public Library

Land Use

- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary

Bicycle Collisions

- 1
- 2
- 3 - 5



Data provided by
Monterey County TAMC,
UC Berkeley TMS 2010-2016.
Terrain data by ESRI, NOAA.

Map produced October 2017
by Alta Planning + Design.





2018 Monterey County Active Transportation Plan

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Marina Plans. The bicycle and pedestrian improvements identified in the City's Plans are included in this Active Transportation Plan.

Marina General Plan

Marina adopted its most current General Plan in 2000. The following goals, policies and objectives support the projects in this Plan:

- **Community Goal 1.17:** The overall goal of the Marina General Plan is the creation of a community which provides a high quality of life for all its residents; which offers a broad range of housing, transportation, and recreation choices; and which conserves irreplaceable natural resources.
- **Community Infrastructure Policy 3.3.2:** The City of Marina shall ensure that walking and bicycling routes are integral parts of street design and form a safe and preferred transportation network.
- **Community Infrastructure Policy 3.3.7:** The City of Marina shall coordinate with surrounding jurisdictions and agencies, such as TAMC...to pursue projects that develop new pedestrian and bicycle routes and that improve and maintain existing pedestrian and bicycle routes. New routes shall be linked to existing routes wherever possible. The City shall coordinate with these entities to apply for regional funds.

- **Community Infrastructure Policy**

3.3.16: The City of Marina shall consider incorporating facilities, such as bikeways, sidewalks and recreational trails for non-vehicular users, when constructing or improving transportation facilities and when reviewing new development and redevelopment proposals.

Marina Pedestrian and Bicycle Master Plan

Marina adopted a Pedestrian and Bicycle Master Plan in 2010. This Master Plan is a comprehensive and long-range planning document focused on documenting and improving pedestrian and bicycle facilities. The Master Plan provides guidelines, existing and proposed facilities, safety and education programs and a description of community engagement. The projects listed in this Master Plan are included in this Active Transportation Plan.

Seaside and Marina Safe Walking and Biking to School Plan

The Seaside and Marina Safe Biking and Walking to School Plan is a partnership between the Cities of Marina, Seaside, TAMC, the Monterey County Health Department, and Ecology Action. The Safe Walking and Biking Plan will provide the cities of Marina and Seaside with a comprehensive approach and tools to reduce the barriers to walking, biking, taking the bus and carpooling to school. This plan will provide the basis for future investments in infrastructure by the local Measure X Safe Routes to Schools program, the SB 1 local road rehabilitation program, and the infrastructure portion of the Active Transportation Program.



2018 Monterey County Active Transportation Plan

This Safe Walking and Biking Plan will kick-off in 2018, and will likely result in additional projects beyond those listed here.

Public Comments

In addition to including projects identified in other City of Marina Plans, the improvements included in the Active Transportation Plan draw from this Plan's extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool.



Pedestrian Improvements

- Pedestrian connectivity improvements between the Marina Library and the Monterey Bay Sanctuary Scenic Trail
- Intersection improvements at
 - Del Monte Blvd & Palm Ave
 - Carmel Ave & Monterey Bay Sanctuary Scenic Trail



Bicycling Improvements

- Bike Route (Sharrows) for:
 - Dunes Dr
 - Marina Green Dr
 - Healy Ave
 - Abdy Way
 - Cardoza Ave
 - Beach Rd
 - De Forest Rd
 - Seacrest Ave
 - Carmel Ave
- Bike lanes at:
 - Abrams Dr
 - Reindollar Ave
 - Bostick Ave
 - Bayer St
- Protected bike lanes along Reservation Rd



2018 Monterey County Active Transportation Plan

Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Marina. Projects that scored within the top 25% of projects countywide are noted as regional priorities.

Bicycle Infrastructure Improvements

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate	Notes
1	MAR-1	Reservation Rd	Salinas Ave	Del Monte Blvd	protected bike lane	1.39	\$1,660,633	*Regional priority
2	MAR-7	Reservation Rd	Salinas Ave	Blanco Rd	bike lane	1.39	\$72,950	*Regional priority
3	MAR-6	Imjin Rd/12th St	Imjin Rd	Reservation Rd	bike lane	2.72	\$142,453	*Regional priority
4	MAR-30	Crescent Ave	Reservation Rd	end of Reservation Rd	bike lane	0.49	\$25,829	
5	MAR-28	Beach Rd	Monte Rd	Costa del Mar Rd	bike route	0.65	\$7,850	
6	MAR-27	Cardoza Ave	Beach Rd	end of Cardoza Ave	protected bike lane	0.49	\$585,403	*City of Marina priority
7	MAR-33	Carmel Ave	Sunset Ave	Salinas Ave	bike route	1.27	\$3,473	
7	MAR-31	Seacrest Ave	Carmel Ave	Reservation Rd	bike route	0.29	\$15,040	
9	MAR-35	Reindollar Ave	Bostick Ave	Monte Rd	bike route	1.27	\$15,426	
10	MAR-36	Hillcrest Ave	Redwood Dr	end of Hillcrest Ave	bike route	0.84	\$10,151	
11	MAR-10	Robin Dr	Lake Dr	Reservation Rd	bike route	0.02	\$290	
12	MAR-38	Patton Pkwy Path	Reindollar Ave	Patton Pkwy	bike path	0.50	\$381,486	
13	MAR-2	Marina Green Dr	Del Monte Blvd	Paul Davis Dr	bike lane	0.09	\$4,611	
14	MAR-21	Carmel Ave	Sunset Ave	Monte Rd	bike route	0.16	\$1,982	
15	MAR-8	Imjin Rd	8th St	12th St	bike lane	0.33	\$17,044	
16	MAR-14	Crestview Ct	Reservation Rd	end of Crestview Ct	bike lane	0.12	\$6,222	
17	MAR-23	Neeson Rd	Imjin Rd	end of Neeson Rd	bike route	0.53	\$6,374	
17	MAR-29	de Forest Rd	Costa del Mar Rd	Reservation Rd	bike route	0.40	\$4,894	



2018 Monterey County Active Transportation Plan

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate	Notes
18	MAR-24	Viking Ln	Reservation Rd	Peninsula Dr	bike route	0.11	\$1,391	
19	MAR-12	Lynscoth Dr	Carmel Ave	Reservation Rd	bike route	0.31	\$3,704	
20	MAR-9	Salinas Ave	Carmel Ave	Reservation Rd	bike route	0.27	\$3,322	
22	MAR-11	Lake Dr	Robin Dr	174' E of Hwy 1	bike route	0.51	\$6,194	
22	MAR-18	Crescent St	Reindollar Ave	end of Crescent St	bike route	0.13	\$1,613	
22	MAR-22	Palm Ave	Lake Dr	Clarke Pl	bike route	0.03	\$340	
22	MAR-32	Palm Ave	Lake Dr	Sunset Ave	bike route	0.35	\$4,289	
26	MAR-34	Bayer St - Bostick Ave	Reindollar Ave	Reservation Rd	bike route	0.59	\$7,126	
26	MAR-37	Sunset Ave	Reindollar Ave	Carmel Ave	bike route	0.28	\$3,430	
28	MAR-13	Bayer Dr	Bostick Ave	end of Bayer Dr	bike route	0.42	\$5,052	
29	MAR-39	Bayer Dr - California Ave MUP	Carmel Ave/Salinas Ave	California Ave	bike route	0.86	\$10,429	
30	MAR-26	Melanie Rd	Peninsula Dr	Beach Rd	bike route	0.33	\$4,047	
31	MAR-19	Vaughn Ave	Reindollar Ave	Carmel Ave	bike route	0.28	\$3,439	
31	MAR-3	Paul Davis Rd	Marina Green Dr	Healy Ave	bike lane	0.21	\$2,553	
31	MAR-42	Lake Dr	174' E of Hwy 1	end of Lake Dr	bike lane	0.29	\$3,551	
34	MAR-15	Redwood Dr	Reindollar Ave	end of Redwood Dr	bike route	0.35	\$4,281	
35	MAR-20	Crescent Ave + Extension	Hillcrest Ave	Carmel Ave	bike lane	0.14	\$7,591	
36	MAR-16	Berney Dr	Reindollar Ave	Hillcrest Ave	bike route	0.10	\$1,183	
37	MAR-25	Peninsula Dr	Viking Ln	Melanie Rd	bike route	0.03	\$372	
37	MAR-5	Healy Ave	Marina Dr	Abby Way	bike route	0.15	\$1,755	
39	MAR-17	Ellen Ct	Reindollar Ave	end of Ellen Ct	bike route	0.15	\$1,818	
39	MAR-4	Abby Way	Aaron Way	Drew St	bike route	0.47	\$5,687	



2018 Monterey County Active Transportation Plan

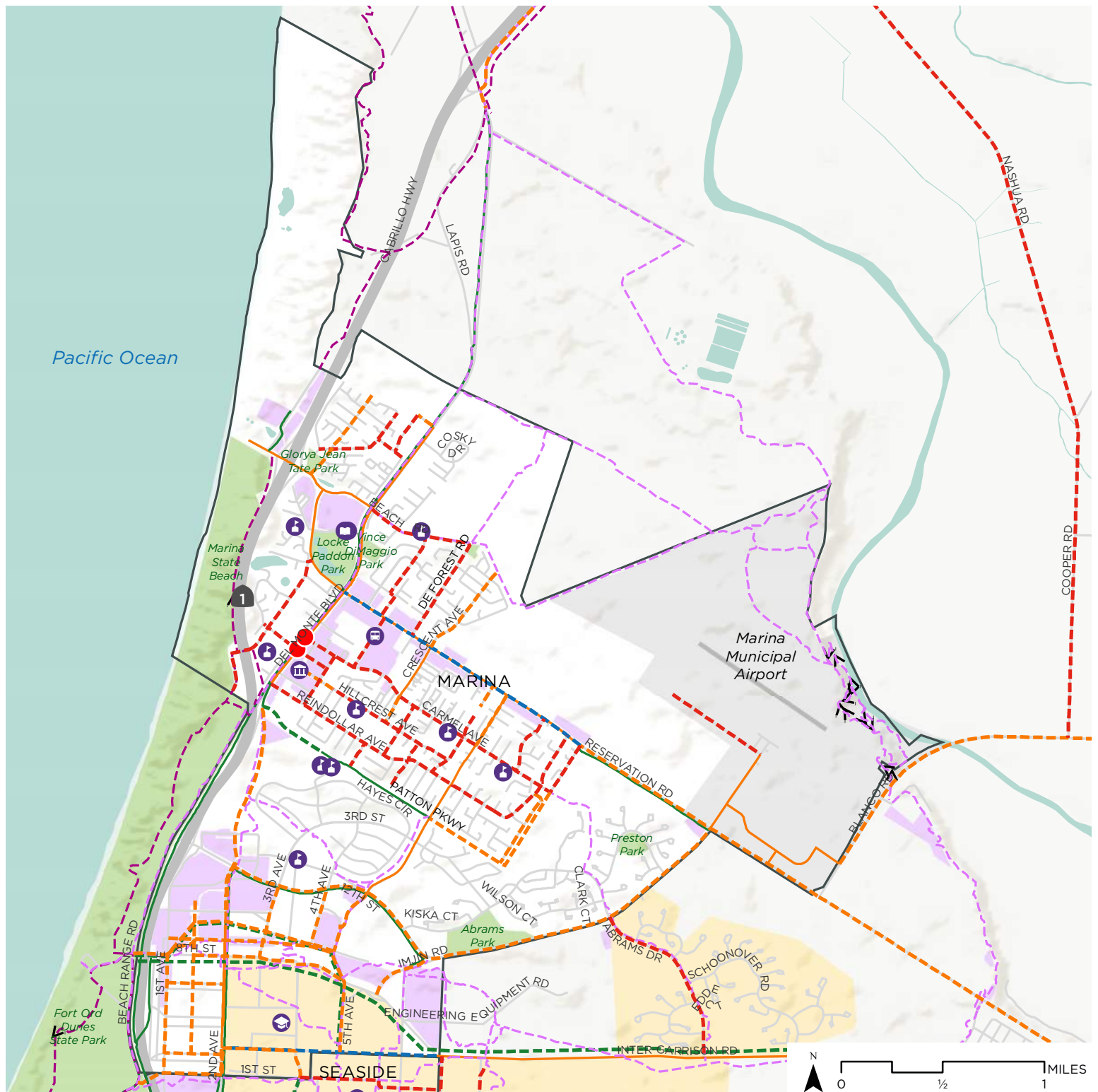
Pedestrian Infrastructure Improvements

Location	Start	End	Type	Description	Miles	Cost
Abdy Way	Healy Ave	Drew St	Sidewalk	Sidewalks	0.31	\$1,142,381
Beach Rd	Cardoza Ave	Fitzgerald Cir	Sidewalk	Sidewalks	0.52	\$1,916,252
Begonia Cir/Michael Dr	Beach Rd	Turn in Michael Dr	Sidewalk	Sidewalks	0.13	\$479,063
Cardoza Ave	Abdy Way	Belle Dr	Sidewalk	Sidewalks	0.1	\$368,510
Carmel Ave	Bayer Street	Salinas Ave	Sidewalk	Sidewalks	0.06	\$221,106
Carmel Ave	Crescent Ave	Vaughan Ave	Sidewalk	Sidewalks	0.08	\$294,808
Carmel Ave	Del Monte Blvd	Sunset Ave	Sidewalk	Sidewalks	0.16	\$589,616
Carmel Ave (both sides)	Seacrest Ave	Crescent Ave	Sidewalk	Sidewalks	0.28	\$1,031,828
Crescent Ave	Carmel Ave	Reservation Rd	Sidewalk	Sidewalks	0.27	\$994,977
Del Monte Blvd	Palm Ave	Mortimer Lane	Sidewalk	Sidewalks	0.17	\$626,467
Del Monte Blvd	Reservation Road	Beach Road	Sidewalk	Sidewalks	0.44	\$1,621,444
Del Monte Blvd & Palm Ave			Intersection	Restripe Crosswalks		\$1,120* *striping cost only
Del Monte Blvd & Reservtion Rd			Intersection	Restriping: Remove one of two right turn lanes; Restripe Crosswalks		*TBD
Drew St	Abdy Way	Lakewood Dr	Sidewalk	Sidewalks	0.34	\$1,252,934
Healy Ave	Abdy Way	Marina Drive	Sidewalk	Sidewalks	0.15	\$552,765
Lake Dr	Messinger Dr	Hilo Ave	Sidewalk	Sidewalks	0.24	\$884,424
Marina Drive	Legion Way	Healy Ave	Sidewalk	Sidewalks	0.08	\$294,808
Paddon Pl	Lake Dr	Marina Dr	Sidewalk	Sidewalks	0.16	\$589,616
Palm Ave	Elm Ave	Sunset Ave	Sidewalk	Sidewalks	0.11	\$405,361
Redwood Drive	Hillcrest Ave	Carmel Ave	Sidewalk	Sidewalks	0.12	\$442,212



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Reindollar Ave	California Ave	Eddy Circle	Sidewalk	Sidewalks	0.08	\$294,808
Reindollar Ave	Vera Lane	Vaughan Ave	Sidewalk	Sidewalks	0.16	\$589,616
Reindollar Ave	Del Monte Blvd	Sunset Ave	Sidewalk	Sidewalks	0.18	\$663,318
Reservation Rd	Crestview Ct	Lynscott Dr	Sidewalk	Sidewalks	0.36	\$1,326,636
Salinas Ave	Carmel Ave	Reservation Rd	Sidewalk	Sidewalks	0.27	\$994,977
Seacrest Ave	Carmel Ave	Reservation Rd	Sidewalk	No Description	0.29	\$1,068,679
Zanetta Dr	Reindollar Ave	Hillcrest Ave	Sidewalk	Sidewalk	0.13	\$479,063



Marina

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane

Points of Interest

- K-12 School
- College/University
- City Hall
- Transit Center
- Public Library

Proposed Pedestrian Improvements

- Intersection

Land Use

- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary

Proposed Bikeway Improvements

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail
- Uphill bikeway (Slope > 4%)



Data provided by
Monterey County TAMC.
Terrain data by ESRI, NOAA.
Map produced October 2017
by Alta Planning + Design.



Excerpt from the 2010 City of Marina Pedestrian and Bicycle Master Plan, Pages 6-5 though 6-7

**City of Marina
Pedestrian and
Bicycle Master Plan**

**Chapter 6.0 –
Implementation
Plan**



Table 6-1 Central Marina Network Pedestrian Infrastructure Projects

CIP Project Number	Project Type	Project Location and Description	Length of Construction (feet)	Length of striping (feet)
High Priority Projects				
R 10	Sidewalks	Abdy Way - fill gap on southeast side just south of Healy Ave	300	
R 10	Sidewalks	Abdy Way - fill gap on northwest side just east of Cardoza	650	
R 12	Sidewalks	Healy Ave - north side from Abdy Way to Paul Davis Dr	530	
R 12	Sidewalks	Healy Ave - south side from Abdy Way to Marina Dr	770	
R 13	Sidewalks	Lake Dr - fill gaps on east side from Messinger Dr to Hilo Ave	540	
R 13	Sidewalks	Lake Dr - north side from Hilo Dr to Reservation Rd	110	
R 15	Sidewalks	Marina Dr - west side from Legion Way to Healy Ave	320	
R 18	Sidewalks	Paddon Place - fill gaps on south side between Lake Dr and Marina Dr	400	
R 20	Sidewalks	Palm Ave - fill gaps (both sides) from Lake Dr to Del Monte Blvd	540	
R 21	Sidewalks	Palm Ave - north side from Elm to Sunset	600	
R 22	Sidewalks	Redwood Dr - west side from Hillcrest to Carmel	550	
R 23	Sidewalks	Reindollar Ave - fill gaps on both sides from Vera Lane to Vaughan Ave	700	
R 23	Sidewalks	Reindollar Ave - gap on north side west of Redwood; Redwood Dr - gap on west side north of Reindollar	650	
R 23	Sidewalks	Reindollar Ave - gap on south side between Del Monte Blvd and Sunset Ave	200	
R 25	Sidewalks	Cardoza Ave - east side from Abdy Way to Ora Court	200	
R 29	Sidewalks	Del Monte Blvd - fill gap on east side between Reservation Rd and Beach Rd	1750	
R 32	Sidewalks	Beach Rd - fill gap on south side at Michael Dr	300	
R 38	Sidewalks	Del Monte Blvd - fill gap on east side between Palm Ave and Mortimer Lane	450	
R 42	Sidewalks	Seacrest Ave - fill gap on east side just north of Carmel Ave	180	
R 55, 31	Sidewalks	Reservation Rd - fill gap on south side from Cardoza to Beach Rd	220	
R 56	Sidewalks	Salinas Ave - fill gaps on west side from Carmel Ave to Reservation Rd	680	
R 60	Sidewalks	Crescent Ave - fill gaps on west side from Carmel Ave to Reservation Rd	450	
Medium Priority Projects				
-	Sidewalks	Marina Dr - fill gaps on west side between Palm Ave and Paddon Place	700	
-	Sidewalks	Abdy Way from Cardoza Ave to Drew Street, fill gap on west side approaching Drew	100	
-	Sidewalks	California Ave from Third Ave to Reindollar Ave – meandering sidewalks	n/a	

CIP Project Number	Project Type	Project Location and Description	Length of Construction (feet)	Length of striping (feet)
-	Sidewalks	Drew St from Abdy Way to Lakewood Dr – need sidewalks both sides	n/a	
-	Sidewalk	Zanetta Dr from Reindollar to Hillcrest Ave – need sidewalk on east side	n/a	
-	Crosswalks	Restripe 4 bent crosswalks: N side of Del Monte @ Palm; N and E sides of Del Monte @ Reservation; S side of Reservation and Crescent		800
-	Sidewalks	Carmel Ave - fill small gap on north side between Crescent and Vaughan	100	
-	Sidewalks	Carmel Ave - south side from Del Monte Blvd to Sunset Ave	860	
-	Sidewalks	California Ave - west side from Reservation Rd to Carmel Ave	1530	
-	Sidewalks	Reservation Rd - fill gaps on north side from Ocean Terrace to Lynscott	2200	
-	Sidewalks	Crescent Ave - east side from Carmel to Reservation	1520	
-	Restriping	Remove one of two right turn lanes from Del Monte Blvd to Reservation Rd		800
-	Sidewalks	Beach Rd - build sidewalks on both sides across Railroad tracks at Del Monte Blvd	200	
-	Sidewalks	Carmel Ave - fill gaps on north side from Seacrest to Crescent	450	
-	Sidewalks	Carmel Ave - fill gaps on south side from Seacrest to Crescent	600	
-	Sidewalks	California Ave - east side from Tamara Court to the dead end	120	
-	Sidewalks	Carmel Ave - gaps on north side from Del Monte Blvd to just east of Sunset	480	
-	Sidewalks	Beach Rd and Reservation Rd - fill gap on north side between Cardoza and Marina Dr	800	
-	Sidewalks	Carmel Ave - north side from Bayer St to Salinas Ave	310	
-	Sidewalks	Reindollar Ave - fill gap on north side between California Ave and Eddy Circle	450	
-	Sidewalks	Abdy Way - fill gap on west side north of Healy Ave	200	
-	Sidewalks	2 nd Avenue south of Imjin Parkway to CSUMB	-	
-	Sidewalks	From Imjin Pkwy north to Reindollar Ave	-	

City of Marina Pedestrian and Bicycle Master Plan

Chapter 6.0 – Implementation Plan



**City of Marina
Pedestrian and
Bicycle Master Plan**

**Chapter 6.0 –
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Plan**



Table 6-2 Central Marina Network Bicycling Infrastructure Projects

CIP Project Number	Project Type	Project Location and Description	Length of Construction (feet)	Length of striping (feet)
High Priority Projects				
R 01	Bike Lanes	Crescent Ave from Reservation Rd to Costa Del Mar		2120
R 01	Bike Lanes	Crescent Ave from Costa Del Mar to the north end		480
R 09	Bike Lanes	De Forest Rd from Reservation Rd to Beach Rd		2800
R 13	Bike Lanes	Lake Dr from Palm Ave to Lake Court		1220
R 13	Bike Lanes	Lake Dr from Palm Ave to Reservation Rd		2150
R 14	Bike Lanes	Lake Court from Lake Dr to the dead end		1000
R 20-21	Bike Lanes	Palm Ave from Lake Dr to Sunset Ave	100	1870
R 23A	Bike Lanes	Carmel Ave from Sunset Ave to Salinas Ave		6740
R 26	Bike Lanes	Cardoza Ave Reservation Rd to Lakewood Dr		2200
R 27, 26	Bike Lanes	Cardoza Ave from Lakewood Dr to the dead end		410
R 28	Bike Lanes	Del Monte Blvd from Beach Rd to Marina Greens Dr		2670
R 29	Bike Lanes Road Diet	Del Monte Blvd from Reservation Rd to Beach Rd		2330
R 30	Bike Lanes	Bostick Ave from Carmel Ave to Reindollar Ave		1240
R 32	Bike Lanes	Beach Rd from Reservation Rd to Del Monte Blvd	100	1430
R 32	Bike Lanes	Beach Rd from Del Monte Blvd to De Forest Rd		2770
R 38	Bike Lanes	Del Monte Blvd from Reindollar Ave to Reservation Rd		3050
R 42	Bike Lanes	Seacrest Ave from Carmel Ave to Reservation Rd		1510
R 45	Bike Lanes	Sunset Ave from Carmel Ave to Reindollar Ave		1500
Medium Priority Projects				
-	Bike Lanes	De Forest Road to Crescent Avenue south of Armstrong Ranch		1880
-	Bike Lanes	Cardoza Avenue and Cosky Drive south of Armstrong Ranch		1800
-	Bike Lanes	Lake Court to Del Monte Boulevard		890
-	Bike Lanes	Dunes Drive from Beach Road north to the dead end		1330
-	Signs	Ensure there are no conflicting signs or signals	-	-
-	Bike Path	Along south edge of Central Marina from Del Monte Blvd to Marina High School (Patton Pkwy extension) including Talcott Gate	-	
-	Bike Lanes	Bayer Street from Reservation Rd to Carmel Ave		1500
-	Bike Lanes	Reservation Rd from Beach Rd to Dunes Dr		1800
-	Bike Path	Del Monte Blvd - East side from Reindollar to southern edge of Central Marina	800	
-	Bike Lanes	Hillcrest Ave from City Hall to Redwood Dr		4440

Table 6-2 Central Marina Network Bicycling Infrastructure Projects

CIP Project Number	Project Type	Project Location and Description	Length of Construction (feet)	Length of striping (feet)
-	Bike Path	Through park near Reservation Rd from Del Monte Blvd to Seaside Circle	2000	
-	Bike Path	Formalize the use trail from the corner of Paddon Place and Marina Dr to trail along Del Monte Blvd	100	
-	Bike Lanes	Fill in gaps along California Avenue		-
-	Bike Path	Imjin Pkwy from 2 nd Ave to Hwy 1 Interchange	-	
-	Bike Lanes	From Imjin Pkwy north to Reindollar Ave		-
-	Bike Lanes	Connecting the 2nd Ave northern extension and the westernmost portion of the Cypress Knolls Specific Plan area		-
-	Bike Lanes	3rd Ave from Imjin Pkwy to the Cypress Knolls Specific Plan area		-
-	Bike Lanes	4th Ave from Imjin Pkwy to the Cypress Knolls Specific Plan area		-
-	Bike Lanes	5th Ave south of California Ave/Imjin Pkwy/12th St Intersection to 8th Street Cutoff		-
-	Bike Lanes	8th St Cutoff from 2nd Ave to the 5th Ave		

**City of Marina
Pedestrian and
Bicycle Master Plan**

**Chapter 6.0 –
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City of Marina 2021 Resurfacing Project Locations

DATE	STREET	LIMITS	TC	
28-Oct Thurs SLURRY	Reservation Road	Blanco Rd Intersection	TYPE 3	PHASE 1A/1B
	Research Dr East	Research Dr East	TYPE 3	CLOSE
	Third Avenue	Twelfth St to Rendova Rd		FLAG
	Tallmon Street	Crescent Ave to Sirena Del Mar Rd		CLOSE
	Cove Way	Dolphin Cir to End		CLOSE
	Sandpiper Way	Dolphin Cir to End		CLOSE
29-Oct Fri SLURRY	Reservation Road	Blanco Rd Intersection	TYPE 3	PHASE 2
	Third Avenue	Twelfth St to Rendova Rd		FLAG
	Concord Court	Eddy St to End		CLOSE
	Lake Court	Hwy 1 to End		CLOSE
	Tallmon Street	Crescent Ave to Sirena Del Mar Rd		CLOSE
	Vista Del Camino Circle	171' N/O George Wy to South End		CLOSE
	Michael Drive	141' N/O Harben Cir to Sells Ct		CLOSE
	Healy Avenue	Abdy Wy to Paul Davis Dr		CLOSE

"A Message from the Marina Traffic Unit" 2015



A message from the Marina Traffic Unit

In an effort to keep our community informed, we would like to share some data with you. We hope that after reading this message that each and every one of us will *Pledge* to drive safely and responsibly. It is our goal to make our roadways safer for our own families and our entire community.

In 2014, there were 317 traffic collisions in the City of Marina. This is the highest amount of traffic collisions in the past five years and a 17% increase over 2013. Of those collisions, 42 involved injuries, which is a 5% increase over 2013. Nearly 80% of those collisions occurred in our City's three main arteries/commuter routes; Imjin Parkway having the most amount of traffic collisions.

Currently the speed limit on Imjin Parkway is 45 MPH. While most of the citations that have been issued have been for 58 MPH and above, we have also issued citations for driver's traveling in excess of 80 MPH. With the new improvements to Imjin Parkway and the pedestrian/bicycle lanes being added in both directions, drivers operating their vehicles in a safe manner is of the highest importance.

In 2014 there were 82 traffic collisions on Imjin Parkway and 733 citations were issued. The top five violations were for:

- Speeding
- Red light
- Suspended or unlicensed drivers
- Distracted driving
- And expired registration

Of the 82 traffic collisions on Imjin Parkway in 2014 speeding was determined to be the Primary Collision Factor 52% of the time.

In recent years it has been difficult for police to consistently enforce speeding violations on Imjin Parkway. Prior to 2014, our only method of speed enforcement was by use of the Radar device. The Radar device although effective under certain traffic conditions, has its limitations. In simple terms, the Radar device measures the speed of objects by detecting a change in frequency of the returned radar signal after being pointed at a moving object. The majority of our traffic collisions on Imjin Parkway occur in heavy traffic conditions. With that being said, in heavy traffic conditions it is often difficult to identify and isolate a speeding vehicle using the Radar Device.

As of February of this year, the Marina Traffic Unit is now equipped with new LIDAR devices. Unlike the Radar device, the Lidar uses an eye safe laser which is pointed directly at a moving

vehicle. Within seconds, the speed and distance of the vehicle is recorded. Because the Lidar device uses a laser, if 5 vehicles were approaching, the officer using the Lidar device is able to determine the speed of each vehicle, one at a time.

In 2014 from February 1st to the 24th, 20 speeding tickets were issued on Imjin Parkway using Radar.

In 2015 from February 1st to the 24th, 140 speeding tickets were issued on Imjin Parkway using Lidar. As you can see the Lidar device is very effective.

We want our community to know that it is not and has never been the goal of the Marina Police Department to write as many tickets as possible. One of our primary goals is to maintain and improve our community's quality of life by making our roadways safe. Unfortunately, enforcement action plays a significant role in getting that accomplished. However, we recognize that this cannot be accomplished by enforcement only.

Recently we have deployed our traffic sign board on Imjin Parkway, reminding drivers of the speed limit in hopes of reducing the speeding violations that we are encountering. In January of this year, the Marina Police Department submitted a grant application to OTS (California Office of Traffic Safety).

In the grant application we requested funding for:

- Police equipment
- Digital radar feedback signs for Imjin Parkway (Like the signs on Blanco Rd)
- Digital radar feedback signs for our schools
- Two motorcycles
- A second traffic speed trailer

We will keep you informed of the grant status.

If you have any traffic concerns, questions, or would like to request non-emergency enforcement, please call the traffic unit at 884-0141. If you have traffic concerns that you feel require immediate police assistance please call Monterey County Communications (dispatch) at 384-7575. For all emergencies call 9-1-1.

Take the Pledge to drive safely and responsibly.

Sergeant Eddie Anderson
Traffic Unit Supervisor

Marina Police Department
211 Hillcrest Avenue
Marina Ca. 93933
Business (831) 883-0141
Email: eanderson@ci.marina.ca.us
City Website: www.ci.marina.ca.us
Agency Website: www.marinapolice.com

Excerpt from the Caltrans SHSP Website

The California SHSP has identified **16 challenge areas** that traffic safety efforts should focus on. These challenge areas were identified through historical data evaluations and feedback from traffic safety stakeholders across the state.

Six of the challenge areas have been identified as high priorities in California because they represent the greatest opportunity to reduce fatalities and serious injuries across the state:

- Lane Departures
- Impaired Driving
- Speed Management / Aggressive Driving
- Pedestrians and Bicyclists
- Intersections

Challenge Area	Percent of Fatalities (2008-2017)	Percent of Serious Injuries (2008-2017)	Description
Aging Drivers	14%	11%	The Aging Drivers Challenge Area includes instances where the driver of a motor vehicle is 65 years or older. The previous SHSP included a Challenge Area with all aging road users; however, this Challenge area has been narrowed down to specifically look at collisions involving aging drivers.
Bicyclists (High Priority)	4%	8%	The Bicyclists Challenge Area includes instances where a motor vehicle is involved in a collision with a bicyclist.
Commercial Vehicles	10%	6%	The Commercial Vehicles Challenge Area includes instances where the collision involves a truck, truck tractor, school bus or other bus.
Distracted Driving	5%	5%	The Distracted Driving Challenge Area includes instances where the driver of a motor vehicle was not paying attention or using an electronic device.
Driver Licensing	25%	-	The Driver Licensing Challenge Area includes instances where an involved driver is unlicensed or does not carry a valid license for the vehicle that they are operating. This information on driver licensing is only currently available through the FARS data; therefore, the data being reported for this Challenge Area only pertains to fatalities.
Emergency Response	-	-	The Emergency Response Challenge Area focuses on post-collision efforts to reduce fatalities and serious injuries.
Emerging Technologies	-	-	The Emerging Technologies Challenge Area focuses on use of technology to prevent, identify, and respond to collisions. It includes exploring technology advancements that are new or underutilized and that can potentially reduce the frequency and severity of collisions.



Impaired Driving (High Priority)	40%	25%	The Impaired Driving Challenge Area includes collisions where any evidence of drug or alcohol use by the driver is present, even if the driver was not over the legal limit. The previous SHSP included the Alcohol and Drug Impairment Challenge Area that addressed collisions where a motorist, pedestrian or bicyclist had been using alcohol and/or drugs; this SHSP's definition has been updated to only include collisions with drivers that had been using alcohol and/or drugs.
Intersections (High Priority)	20%	24%	The Intersections Challenge Area includes collisions identified by the responding officer as occurring at an intersection or involving a train or rail vehicle. The previous SHSP included a Challenge Area that included collisions at intersections, interchanges, and other roadway access; this Challenge Area only includes intersections.
Lane Departures (High Priority)	48%	45%	The Lane Departures Challenge Area includes head-on, hit object, and overturned collisions. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the collision. The previous SHSP had a Roadway Departure and Head-On Collisions Challenge Area; this Challenge Area has been expanded to also include hit object and overturned collisions.
Motorcyclists	15%	19%	The Motorcyclists Challenge Area includes instances where a motorcycle or moped is involved in a collision.
Occupant Protection	19%	11%	The Occupant Protection Challenge Area includes collisions involving misuse, non-use, or lack of vehicle safety equipment including lap belts, shoulder harnesses, passive restraints, or child restraints.
Pedestrians (High Priority)	23%	15%	The Pedestrians Challenge Area includes instances where a motor vehicle is involved in a collision with a pedestrian.
Speed Management/ Aggressive Driving (High Priority)	33%	34%	The Challenge Area includes several behaviors including driving too fast, tailgating, and other reckless driving maneuvers as determined by the officer on scene. The data definition has been expanded from the previous SHSP to include collisions where drivers run traffic signals and signs, and where any of the before mentioned attributes are present even if they are not the primary collision factor.
Work Zones	2%	1%	The Work Zones Challenge Area includes instances where the collision occurs in a work zone for construction, maintenance and/or roadway repairs.
Young Drivers	13%	15%	The Young Drivers Challenge Area includes instances where one or more of the drivers of the motor vehicles are between 15 and 20 years old.

APPENDIX B

INTERSECTION NETWORK SCREENING RESULTS

ID	Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet	Case Study Locations
Signalized Intersections																							
1	2nd Ave & Imjin Pkwy	79	0.71	149	0	0	3	8	68	7	7	61	0	1	0	3	0	0	51	6	10	4	X
2	California Dr & Imjin Pkwy	65	0.52	159	0	0	5	9	51	18	12	24	2	3	0	5	0	1	28	2	16	6	X
3	Del Monte Blvd & Reservation Rd	53	0.29	98	0	0	2	5	46	11	21	14	2	2	0	0	1	1	15	4	17	9	X
4	Imjin Pkwy & Imjin Rd	46	0.15	274	0	1	5	12	28	0	4	29	3	7	0	2	0	0	33	5	13	7	
5	Del Monte Blvd & Reindollar Ave	38	-0.17	58	0	0	0	4	34	7	6	21	0	4	0	0	0	0	22	4	10	5	
6	Imjin Rd & Reservation Rd	38	0.57	108	0	0	2	10	26	11	6	18	0	1	0	0	2	0	25	2	10	3	
7	Crescent Ave & Reservation Rd	38	0.03	82	0	0	3	3	32	4	10	10	1	5	1	3	2	1	9	5	14	3	X
8	Del Monte Blvd & Palm Ave	30	0.20	238	0	1	5	8	16	5	3	13	0	2	0	0	3	4	16	3	10	3	
9	Seacrest Ave & Reservation Rd	25	-0.21	40	0	0	0	3	22	4	7	7	1	0	0	4	1	0	6	4	1	0	X
10	De Forest Rd & Reservation Rd	21	-0.32	61	0	0	2	4	15	6	4	6	0	0	0	2	2	1	4	1	3	3	X
11	2nd Ave & General Stilwell Dr	20	1.37	25	0	0	0	1	19	4	10	3	0	1	0	2	0	0	3	3	3	0	
12	Preston Dr & Imjin Rd	15	-0.48	25	0	0	0	2	13	2	1	10	1	0	0	0	0	1	12	1	3	2	
13	Vista Del Camino & Reservation Rd	11	-0.55	21	0	0	0	2	9	3	0	7	0	1	0	0	0	0	6	2	4	2	
14	California Ave & Reservation Rd	11	-0.57	144	0	1	1	1	8	0	4	4	1	1	1	0	0	0	6	0	3	1	
15	Reservation Rd & Cardoza Ave	9	-0.59	14	0	0	0	1	8	0	1	6	1	0	0	0	1	0	3	0	1	0	
16	Marina Square Eastern Driveway & Reservation Rd	9	-0.60	19	0	0	0	2	7	3	1	3	1	0	1	0	0	0	3	1	1	0	
17	Reservation Rd & Beach Rd	8	-0.63	132	0	1	0	1	6	0	5	1	0	0	0	1	1	0	1	0	1	1	
18	Mbest Dr & Reservation Rd	6	-0.70	16	0	0	1	0	5	0	2	3	1	0	0	0	0	0	1	1	2	0	
19	Hwy 1 SB On-Ramp & Imjin Pkwy	3	-0.76	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	1	0	1	0	
Unsignalized Intersections																							
20	Imjin Pkwy & W Abrams Dr	50	0.87	95	0	0	2	5	43	4	9	30	1	4	2	0	0	0	31	8	16	4	
21	3rd Ave & Imjin Pkwy	38	0.61	291	0	1	4	5	28	13	4	15	2	3	0	0	1	0	14	2	3	3	X
22	Del Monte Blvd & Beach Rd	33	1.61	432	0	2	0	4	27	7	1	4	0	18	1	1	0	0	20	9	18	2	X
23	Hwy 1 NB Ramps & Imjin Pkwy	22	0.03	57	0	0	2	3	17	6	2	10	0	2	0	2	0	0	12	2	3	2	
24	2nd Ave & Hwy 1 NB Off-Ramp	14	-0.05	34	0	0	1	2	11	0	1	12	0	0	0	1	0	0	12	0	0	2	
25	Lake Dr & Robin Dr	13	0.83	28	0	0	1	1	11	0	0	2	1	9	0	1	0	0	9	4	8	2	
26	Del Monte Blvd & Cypress Ave	12	0.26	36	0	0	2	1	9	5	2	2	1	1	0	0	1	0	1	2	1	1	
27	Del Monte Blvd & Carmel Ave	9	0.03	9	0	0	0	0	9	6	1	1	0	1	0	0	0	0	1	1	4	2	

ID	Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet	Case Study Locations
28	4th Ave & Imjin Pkwy	10	-0.08	15	0	0	0	1	9	2	2	2	1	3	0	0	0	0	4	0	3	0	X
29	California Ave & Carmel Ave	9	0.11	34	0	0	1	3	5	3	0	2	0	0	0	1	2	1	5	1	2	2	X
30	Reservation Rd & Seaside Ct	8	-0.10	27	0	0	2	0	6	1	1	1	0	4	0	1	0	0	2	3	3	0	X
31	Seacrest Ave & Carmel Ave	8	0.17	18	0	0	0	2	6	0	3	2	0	1	0	0	2	0	2	1	3	0	
32	Bayer St & Reservation Rd	8	-0.11	32	0	0	2	1	5	5	0	2	0	0	0	0	0	1	1	1	0	0	X
33	Marina Dr & Debbie Dr	2	0.30	12	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	
34	Sunset Ave & Hillcrest Ave	7	0.23	7	0	0	0	0	7	1	3	1	0	0	0	1	1	0	0	2	4	1	
35	Lake Dr & Robin Dr	6	0.16	6	0	0	0	0	6	1	0	2	0	2	0	0	0	0	1	3	2	1	
36	Del Monte Blvd & Mortimer Ln	8	-0.06	13	0	0	0	1	7	5	2	1	0	0	0	0	0	0	1	0	0	0	
37	Owen Ave & Reindollar Ave	6	0.01	6	0	0	0	0	6	1	2	1	1	0	0	1	0	0	1	1	3	1	
38	Sunset Ave & Palm Ave	6	0.02	195	0	1	0	0	5	1	2	1	0	0	0	1	1	0	1	1	2	0	
39	Viking Ln & Reservation Rd	6	-0.15	6	0	0	0	0	6	0	2	3	0	1	0	0	0	0	0	2	3	1	
40	Crescent Ave & Carmel Ave	6	0.01	6	0	0	0	0	6	0	2	0	1	1	0	2	0	0	1	4	2	2	
41	Del Monte Blvd & Paul Davis Dr	6	0.29	205	0	1	1	0	4	1	2	0	0	0	0	1	1	1	0	0	1	2	
42	California Ave & Reindollar Ave	6	-0.09	21	0	0	1	1	4	1	1	0	1	1	1	0	1	0	3	1	1	0	
43	2nd Ave & 10th St	5	-0.02	5	0	0	0	0	5	1	2	2	0	0	0	0	0	0	3	0	2	0	
44	2nd Ave & 9th St	5	0.08	5	0	0	0	0	5	2	0	2	0	1	0	0	0	0	1	1	2	0	
45	Lake Ct & Palm Ave	5	0.04	5	0	0	0	0	5	0	0	1	0	1	0	0	1	0	0	1	2	0	
46	Hwy 1 SB Ramps & Reservation Rd	5	-0.20	5	0	0	0	0	5	3	2	0	0	0	0	0	0	0	0	1	1	0	
47	Marina Dr & Palm Ave	5	0.04	5	0	0	0	0	5	1	1	1	0	0	0	2	0	0	1	0	3	1	
48	Owen Ave & Hillcrest Ave	5	2.49	5	0	0	0	0	5	0	4	1	0	0	0	0	0	0	1	0	1	0	
49	Sunset Ave & Carmel Ave	5	-0.05	5	0	0	0	0	5	2	0	3	0	0	0	0	0	0	3	0	1	1	
50	Crescent Ave & Hillcrest Ave	5	2.49	15	0	0	1	0	4	2	1	1	0	0	0	0	1	0	0	0	0	2	
51	Sunset Ave & Reindollar Ave	4	-0.16	4	0	0	0	0	4	3	1	0	0	0	0	0	0	0	1	0	0	0	
52	Marina Dr & Beach Rd	4	-0.05	24	0	0	1	2	1	3	0	0	0	0	0	1	0	0	1	0	0	0	
53	Vista Del Camino & Susan Ave/Peninsula Dr	4	1.20	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	0	0	1	0	
54	Begonia Cir & Beach Rd	4	-0.05	4	0	0	0	0	4	1	1	0	0	0	0	1	0	0	0	1	0	0	
55	Del Monte Blvd & Cypress Knolls	4	0.01	4	0	0	0	0	4	0	2	1	1	0	0	0	0	0	0	2	1	0	
56	Melanie Rd & Beach Rd	4	-0.05	14	0	0	1	0	3	0	3	0	0	0	0	0	1	0	0	0	0	1	
57	De Forest Rd & Beach Rd	4	-0.05	4	0	0	0	0	4	1	0	1	1	0	0	0	0	0	0	1	3	1	

ID	Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet	Case Study Locations
58	Carmelo Cir & Carmel Ave	4	-0.05	4	0	0	0	0	4	1	2	1	0	0	0	0	0	0	1	0	0	0	
59	Elm Ave & Palm Ave	3	-0.16	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	
60	Casa De Bolea & Carmel Ave	3	-0.16	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	1	1	1	
61	Crescent St & Patton Pkwy	3	-0.22	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	1	
62	Vera Ln & Reindollar Ave	3	-0.20	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	1	1	0	
63	Crescent St & Reindollar Ave	3	-0.20	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	1	0	0	0	
64	Marina Dr & Lillian Pl	3	1.03	3	0	0	0	0	3	1	0	0	1	0	0	1	0	0	0	0	1	0	
65	Carmel Ave & Zanetta Dr	3	-0.16	3	0	0	0	0	3	1	0	2	0	0	0	0	0	0	1	1	1	0	
66	Redwood Dr & Carmel Ave	3	-0.20	3	0	0	0	0	3	1	0	1	0	1	0	0	0	0	1	1	0	0	
67	Brostrom Dr & Abrams Dr	3	-0.16	192	0	1	0	0	2	1	0	0	1	0	0	1	0	0	2	0	1	0	
68	Lynscott Dr & Carmel Ave	3	-0.16	13	0	0	1	0	2	0	1	0	1	0	0	0	1	0	0	2	1	0	
69	Injum Ct & Brostrom Dr	3	1.03	3	0	0	0	0	3	1	1	0	0	0	0	1	0	0	0	0	0	0	
70	Bayer St & Crivello Rd	3	-0.16	18	0	0	1	1	1	0	1	0	1	0	0	0	1	0	0	1	2	0	
71	Salinas Ave & Reservation Rd	3	-0.24	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	1	0	0	0	
72	Arnold Ct & Landrum Ct	3	1.03	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	2	0	
73	Cardoza Ave & Dolphin Cir	2	-0.26	191	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	
74	Crestview Ct & Reservation Rd	1	-0.29	190	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

APPENDIX C

SEGMENT NETWORK SCREENING RESULTS

ID	Facility	Cross Street 1	Cross Street 2	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtuned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet	Case Study Locations	
Principal Arterial																										
1	Reservation Rd	Crescent Ave	Crestview Ct	23	0.88	47	0	0	2	1	20	9	4	5	2	3	0	0	0	0	6	2	7	1	X	
2	Imjin Pkwy	Imjin Rd	W Abrams Dr	18	1.52	23	0	0	0	1	17	1	3	11	0	3	0	0	0	0	12	1	5	1	X	
3	Imjin Pkwy	Preston Dr	E Abrams Dr	18	0.43	43	0	0	0	5	13	1	0	16	0	0	0	1	0	0	16	2	2	2		
4	Imjin Pkwy	W Abrams Dr	California Dr	16	0.66	36	0	0	1	2	13	1	0	13	1	1	0	0	0	0	12	2	1	3	X	
5	Imjin Pkwy	3rd Ave	2nd Ave	14	0.40	54	0	0	1	6	7	0	1	11	1	1	0	0	0	0	10	2	3	1	X	
6	Imjin Rd	Reservation Rd	Preston Dr	12	0.04	32	0	0	0	4	8	1	2	8	0	0	0	1	0	0	5	1	4	0		
7	Reservation Rd	Imjin Pkwy	Mbest Dr	11	-0.24	21	0	0	0	2	9	0	0	8	1	1	1	0	0	0	11	0	2	1		
8	Del Monte Blvd	Mortimer Ln	Reservation Rd	10	0.65	29	0	0	2	0	8	2	3	2	0	0	0	0	1	2	2	3	1	1		
9	Reservation Rd	Salinas Ave	Imjin Parkway	6	-0.59	6	0	0	0	0	6	1	1	3	0	0	0	1	0	0	2	2	3	0	X	
10	Imjin Pkwy	East 3rd Ave	Imjin Rd	5	-0.59	15	0	0	1	0	4	0	2	3	0	0	0	0	0	0	3	0	2	1		
11	Imjin Pkwy	Hwy 1 NB Off-Ramp	2nd Ave	5	-0.23	15	0	0	0	2	3	0	0	5	0	0	0	0	0	0	5	0	0	1		
12	Reservation Rd	Mbest Dr	City Limits	5	-0.56	15	0	0	1	0	4	1	0	1	0	2	0	0	0	1	5	0	0	3		
13	Del Monte Blvd	Cypress Ave	Palm Ave	5	0.39	15	0	0	0	2	3	0	1	4	0	0	0	0	0	0	3	1	1	0		
14	Imjin Pkwy	California Dr	4th Ave	2	-0.80	175	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	X	
Minor Arterial																										
15	Reservation Rd	Hwy 1 NB Ramps	Hwy 1 SB Ramps	6	0.77	6	0	0	0	0	6	2	1	2	1	0	0	0	0	0	2	0	1	2		
16	Reservation Rd	Beach Rd	Seaside Ct	5	-0.02	10	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	1	1	3		
Collector																										
17	Seacrest Ave	Carmel Ave	Reservation Rd	11	3.16	16	0	0	0	1	10	2	4	3	1	0	0	1	0	0	2	0	3	1		
18	Crescent Ave	Carmel Ave	Reservation Rd	10	2.75	30	0	0	1	2	7	5	2	1	0	1	0	0	0	0	0	2	1	0		
19	Reindollar Ave	Del Monte Blvd	Sunset Ave	6	1.30	11	0	0	0	1	5	0	4	1	0	0	0	0	0	1	0	0	1	0		
20	Lake Dr	Palm Ave	Messinger Dr	3	0.53	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	1	0		
21	De Forest Rd	Reservation Rd	Viking St	3	1.20	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	0	0	1	0		
22	Del Monte Blvd	Cypress Knolls	Cosky Dr	3	0.69	3	0	0	0	0	3	1	1	0	0	0	0	1	0	0	0	0	1	0		
Local Roads																										
23	Cypress Ave	Del Monte Blvd	Sunset Ave	5	21.01	5	0	0	0	0	5	2	1	1	1	0	0	0	0	0	1	0	0	0		
24	Hillcrest Ave	Zanetta Dr	Crescent Ave	4	10.82	4	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0		
25	Paul Davis Dr	Healy Ave	Del Monte Blvd	4	8.18	4	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0		
26	Dunes Dr	Reservation Rd	Dunes Ct	3	6.37	3	0	0	0	0	3	0	0	0	0	2	0	1	0	0	0	1	1	0		
1. Local Critical Crash Rate Differential																										
2. Equivalent Property Damage Only Crashes																										

APPENDIX D

PROJECT SHEETS

Location: Reservation Road and De Forest Road



Total Crashes	21
Local CCR Differential	-0.32
Equivalent Property Damage Only	61
Fatal	0
Severe Injury	0
Other Visible Injury	2
Complaint of Pain	4
PDO	15
Crash Type	
Broadside	6
Sideswipe	4
Rear End	6
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	2
Bicycle	1
Contributing Factors	
Aggressive	4
Impaired	1
Crash Conditions	
Dark	3
Wet	3

COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
Pedestrian and Bicycle	Stripe crosswalks	Install pedestrian crossings (S.I.)	S18PB	20	0.75	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 205,350	1200 SQFT	\$ 6.60	\$ 7,920	26
							SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
							OTHER VISIBLE	2	0.5	1.00	\$ 159,900	\$ 159,900					
							COMPLAINT OF PAIN	1	0.25	0.50	\$ 90,900	\$ 45,450					
							PDO	0	0	0.00	\$ 14,900	\$ -					
Pedestrian and Bicycle	Implement a Leading Pedestrian Interval (LPI)	Modify signal phasing to implement LPI	S21PB	10	0.40	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 492,840	1 Lump Sum	\$ 5,500	\$ 5,500	89.6
							SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
							OTHER VISIBLE	2	1.2	2.40	\$ 159,900	\$ 383,760					
							COMPLAINT OF PAIN	1	0.6	1.20	\$ 90,900	\$ 109,080					
							PDO	0	0	0.00	\$ 14,900	\$ -					
Pedestrian and Bicycle	Green bike lane treatment in conflict zones	Install advance stop bar before crosswalk (Bicycle Box)	S20PB	10	0.85	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 123,210	320 SQFT	\$ 5.50	\$ 1,760	70.0
							SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
							OTHER VISIBLE	2	0.3	0.60	\$ 159,900	\$ 95,940					
							COMPLAINT OF PAIN	1	0.15	0.30	\$ 90,900	\$ 27,270					
							PDO	0	0	0.00	\$ 14,900	\$ -					
Dark	Add additional luminaires to approaches	Add intersection lighting	S01	20	0.60	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 151,760	3 Luminaires	\$ 11,000	\$ 33,000	5
							SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
							OTHER VISIBLE	1	0.4	0.80	\$ 159,900	\$ 127,920					
							COMPLAINT OF PAIN	0	0	0.00	\$ 90,900	\$ -					
							PDO	2	0.8	1.60	\$ 14,900	\$ 23,840					
Pedestrian and Bicycle	Provide refuge islands for the crossings on Reservation	Install raised medians (refuge islands)	NS19PB	20	0.55	90%	FATAL	0	0	0.00	\$ 2,843,000	\$ -	\$ 369,630	11 CY	\$ 1,980	\$ 22,623	16
							SERIOUS	0	0	0.00	\$ 2,843,000	\$ -					
							OTHER VISIBLE	2	0.9	1.80	\$ 159,900	\$ 287,820					
							COMPLAINT OF PAIN	1	0.45	0.90	\$ 90,900	\$ 81,810					
							PDO	0	0	0.00	\$ 14,900	\$ -					
All	Install Retroreflective Backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 272,070	16 RFBs	\$ 825	\$ 13,200	21
							SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
							OTHER VISIBLE	2	0.3	0.60	\$ 159,900	\$ 95,940					
							COMPLAINT OF PAIN	4	0.6	1.20	\$ 90,900	\$ 109,080					
							PDO	15	2.25	4.50	\$ 14,900	\$ 67,050					

City of Marina LRSP
Project Sheets

Corridor Improvements: Signalized Intersections and Roadway Segments

Locations Include:

Reservation Road at:

- California Ave
- Crescent Ave
- De Forest Rd
- Marina Square Eastern Driveway
- Seacrest Ave
- Vista Del Camino
- Del Monte Blvd

All roadway segments of Reservation Road from Imjin Pkwy to Del Monte Blvd

	Intersections Total	Segments Total	Del Monte Blvd	Crescent Ave	Seacrest Ave	De Forest Road	Vista Del Camino	California Ave	Marina Square Eastern Driveway
Total Crashes	168	31	53	38	25	21	11	11	9
Local CCR Differential	-	-	0.29	0.03	-0.21	-0.32	-0.55	-0.57	-0.60
Equivalent Property Damage Only	465	55	98.00	82	40	61.00	21.00	144.00	19.00
Fatal	0	0	0	0	0	0	0	0	0
Severe Injury	1	0	0	0	0	0	0	1	0
Other Visible Injury	8	2	2	3	0	2	0	1	0
Complaint of Pain	20	1	5	3	3	4	2	1	2
PDO	139	28	46	32	22	15	9	8	7
Crash Type									
Broadside	31	10	11	4	4	6	3	0	3
Sideswipe	47	5	21	10	7	4	0	4	1
Rear End	50	9	13	10	7	6	7	4	3
Head On	6	2	2	1	1	0	0	1	1
Hit Object	9	3	2	5	0	0	1	1	0
Overtuned	3	0	0	1	0	0	0	1	1
Non-Motorist Crashes									
Pedestrian	6	1	1	2	1	2	0	0	0
Bicycle	3	0	1	1	0	1	0	0	0
Contributing Factors									
Aggressive	49	9	15	9	6	4	6	6	3
Impaired	17	4	4	5	4	1	2	0	1
Crash Conditions									
Dark	43	10	17	14	1	3	4	3	1
Wet	18	1	9	3	0	3	2	1	0



COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
All	Install Retroreflective Backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 2,086,590	100 RFBs	\$ 825	\$ 82,500	25
							SERIOUS	1	0.15	0.30	\$ 1,787,000	\$ 536,100					
							OTHER VISIBLE	8	1.2	2.40	\$ 159,900	\$ 383,760					
							COMPLAINT OF PAIN	20	3	6.00	\$ 90,900	\$ 545,400					
							PDO	139	20.85	41.70	\$ 14,900	\$ 621,330					
Coordinate the signals along the corridor		Improve signal timing (coordination, phases, red, yellow, or operation)	S03	10	0.85	50%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 2,086,590	7 intersections	\$ 5,500	\$ 38,500	54.2
							SERIOUS	1	0.15	0.30	\$ 1,787,000	\$ 536,100					
							OTHER VISIBLE	8	1.2	2.40	\$ 159,900	\$ 383,760					
							COMPLAINT OF PAIN	20	3	6.00	\$ 90,900	\$ 545,400					
							PDO	139	20.85	41.70	\$ 14,900	\$ 621,330					
All		Provide Advanced Dilemma-Zone Detection for high speed approaches	S04	10	0.60	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 5,564,240	7 Intersections	\$ 44,000	\$ 308,000	18.1
							SERIOUS	1	0.4	0.80	\$ 1,787,000	\$ 1,429,600					
							OTHER VISIBLE	8	3.2	6.40	\$ 159,900	\$ 1,023,360					
							COMPLAINT OF PAIN	20	8	16.00	\$ 90,900	\$ 1,454,400					
							PDO	139	55.6	111.20	\$ 14,900	\$ 1,656,880					
Emergency Vehicles		Install emergency vehicle pre-emption systems	S05	10	0.75	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 7,450	7 Intersections	\$ 33,000	\$ 231,000	0.03
							SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
							OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
							COMPLAINT OF PAIN	0	0	0.00	\$ 90,900	\$ -					
							PDO	1	0.25	0.50	\$ 14,900	\$ 7,450					
All	Refresh intersection pavement markings	Install raised pavement markers and striping (Through Intersection)	S09	10	0.90	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 1,391,060	17400 SQFT	\$ 5.50	\$ 95,634	14.5
							SERIOUS	1	0.1	0.20	\$ 1,787,000	\$ 357,400					
							OTHER VISIBLE	8	0.8	1.60	\$ 159,900	\$ 255,840					
							COMPLAINT OF PAIN	20	2	4.00	\$ 90,900	\$ 363,600					
							PDO	139	13.9	27.80	\$ 14,900	\$ 414,220					
Pedestrian and Bicycle		Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	10	0.40	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 782,520	7 Intersections	\$ 5,500	\$ 38,500	20.3
							SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
							OTHER VISIBLE	2	1.2	2.40	\$ 159,900	\$ 383,760					
							COMPLAINT OF PAIN	3	1.8	3.60	\$ 90,900	\$ 327,240					
							PDO	4	2.4	4.80	\$ 14,900	\$ 71,520					
All		Install dynamic/variable speed warning signs	R26	10	0.70	100%	FATAL	0	0	0.00	\$ 2,461,000	\$ -	\$ 496,740	4 Signs	\$ 8,360	\$ 33,440	14.9
							SERIOUS	0	0	0.00	\$ 2,461,000	\$ -					
							OTHER VISIBLE	2	0.6	1.20	\$ 159,900	\$ 191,880					
							COMPLAINT OF PAIN	1	0.3	0.60	\$ 90,900	\$ 54,540					
							PDO	28	8.4	16.80	\$ 14,900	\$ 250,320					
Pedestrian and Bicycle	Provide refuge islands for the crossings on Reservation	Install raised medians (refuge islands)	NS19PB	20	0.55	90%	FATAL	0	0	0.00	\$ 2,843,000	\$ -	\$ 586,890	11 CY	\$ 1,980	\$ 158,363	4
							SERIOUS	0	0	0.00	\$ 2,843,000	\$ -					
							OTHER VISIBLE	2	0.9	1.80	\$ 159,900	\$ 287,820					
							COMPLAINT OF PAIN	3	1.35	2.70	\$ 90,900	\$ 245,430					
							PDO	4	1.8	3.60	\$ 14,900	\$ 53,640					

Location: Imjin Parkway and 3rd Avenue



Total Crashes	48*
Local CCR Differential	0.61
Equivalent Property Damage Only	514
Fatal	1
Severe Injury	2
Other Visible Injury	6
Complaint of Pain	6
PDO	33
Crash Type	
Broadside	16.00
Sideswipe	6
Rear End	18
Head On	2
Hit Object	3
Overturned	0
Non-Motorist Crashes	
Pedestrian	3
Bicycle	0
Contributing Factors	
Aggressive	17
Impaired	3
Crash Conditions	
Dark	5
Wet	3

*Using crash data from 2017-2021

Summary of Project Costs	
Sub-Total of Major Construction Items:	\$ 574,002
Sub-Total of Construction Costs:	\$ 727,002
Sub-Total Design and Project Admin:	\$ 212,102
Sub-Total:	\$ 939,104
Contingency (20%):	\$ 187,821
Total Project Cost Estimate:	\$ 1,126,925

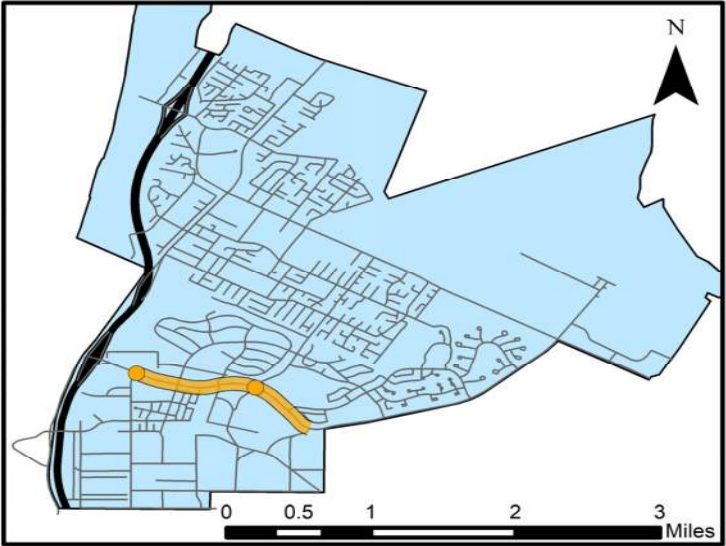
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
Includes installation of new traffic signal, lighting, advance loops, and other equipment at intersection (390K). Plus 20k for new service point.	All	Traffic Signal, Lighting, and Electrical Improvements	Install Signals	NS03	20	0.70	100%	FATAL	1	0.3	0.60	\$ 2,843,000	\$ 1,705,800	\$ 6,315,300	1 Lump Sum	\$ 451,000	\$ 451,000	14
								SERIOUS	2	0.6	1.20	\$ 2,843,000	\$ 3,411,600					
								OTHER VISIBLE	6	1.8	3.60	\$ 159,900	\$ 575,640					
								COMPLAINT OF PAIN	6	1.8	3.60	\$ 90,900	\$ 327,240					
								PDO	33	9.9	19.80	\$ 14,900	\$ 295,020					
Includes installation of street lighting	Dark	Add additional luminaires to approaches	Add intersection lighting	NS01	20	0.60	100%	FATAL	0	0	0.00	\$ 2,843,000	\$ -	\$ 2,382,880	1 Lump Sum	\$ 5,500	\$ 5,500	433.3
								SERIOUS	1	0.4	0.80	\$ 2,843,000	\$ 2,274,400					
								OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
								COMPLAINT OF PAIN	1	0.4	0.80	\$ 90,900	\$ 72,720					
								PDO	3	1.2	2.40	\$ 14,900	\$ 35,760					
Assumes striping, markings, signs and removal of existing striping	Pedestrian and Bicycle	Stripe ladder crosswalk and Class II Bicycle Crosswalks	Install pedestrian crossing at uncontrolled locations (signs and markings only)	S18PB	20	0.75	90%	FATAL	1	0.25	0.50	\$ 1,787,000	\$ 893,500	\$ 1,794,450	1 Lump Sum	\$ 11,000	\$ 11,000	163.1
								SERIOUS	1	0.25	0.50	\$ 1,787,000	\$ 893,500					
								OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
								COMPLAINT OF PAIN	0	0	0.00	\$ 90,900	\$ -					
								PDO	1	0.25	0.50	\$ 14,900	\$ 7,450					
-	All	Install Retroreflective Backplates	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	1	0.15	0.30	\$ 1,787,000	\$ 536,100	\$ 2,207,250	16 RFBs	\$ 825	\$ 13,200	167.2
								SERIOUS	2	0.3	0.60	\$ 1,787,000	\$ 1,072,200					
								OTHER VISIBLE	6	0.9	1.80	\$ 159,900	\$ 287,820					
								COMPLAINT OF PAIN	6	0.9	1.80	\$ 90,900	\$ 163,620					
								PDO	33	4.95	9.90	\$ 14,900	\$ 147,510					
Utlizles exiting fiber along Imjin and includes work to splice and bring fiber into cabinet	All	Interconnect to 2nd Ave Signal	Improve signal timing (coordination, phases, red, yellow, or operation)	S03	10	0.85	50%	FATAL	1	0.15	0.30	\$ 1,787,000	\$ 536,100	\$ 2,207,250	1 Lump Sum	\$ 33,000	\$ 33,000	66.9
								SERIOUS	2	0.3	0.60	\$ 1,787,000	\$ 1,072,200					
								OTHER VISIBLE	6	0.9	1.80	\$ 159,900	\$ 287,820					
								COMPLAINT OF PAIN	6	0.9	1.80	\$ 90,900	\$ 163,620					
								PDO	33	4.95	9.90	\$ 14,900	\$ 147,510					
HMA conform sidewalk (2')	-	Roadway Paving	-	-	-	-	-	FATAL	1	0	0.00	\$ 2,530,000	\$ -	\$ -	300 SF	\$ 22	\$ 6,600	0.0
								SERIOUS	2	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	6	0	0.00	\$ 142,300	\$ -					
								COMPLAINT OF PAIN	6	0	0.00	\$ 80,900	\$ -					
								PDO	33	0	0.00	\$ 13,300	\$ -					
Includes curb ramp and sidewalk cost, demolition/modification to existing. Assume sidewalk widening feasible along full length of identified locations	-	Minor Concrete (Sidewalk)	-	-	-	-	-	FATAL	1	0	0.00	\$ 2,530,000	\$ -	\$ -	1156 LF	\$ 44	\$ 50,864	0.0
								SERIOUS	1	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 142,300	\$ -					
								COMPLAINT OF PAIN	0	0	0.00	\$ 80,900	\$ -					
								PDO	1	0	0.00	\$ 13,300	\$ -					
Includes curb & gutter on 1 side of roadway, and 2' sawcut/demo	-	Minor Concrete (Curb and Gutter)	-	-	-	-	-	FATAL	1	0	0.00	\$ 2,530,000	\$ -	\$ -	86 LF	\$ 33	\$ 2,838	0.0
								SERIOUS	1	0	0.00	\$ 2,530,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 142,300	\$ -					
								COMPLAINT OF PAIN	0	0	0.00	\$ 80,900	\$ -					
								PDO	1	0	0.00	\$ 13,300	\$ -					
Sub-Total of Major Construction Items:																	\$ 574,002	

Locations Include:

Imjin Pkwy at:

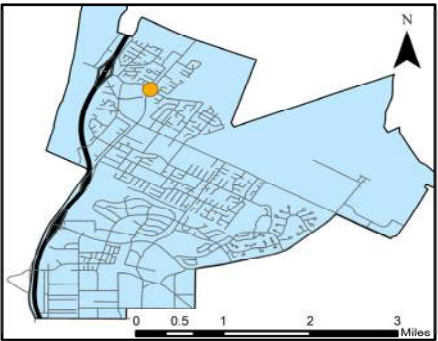
- 2nd Ave
- California Ave
- All roadway segments of Imjin Pkwy from Imjin Rd to 2nd Ave

	Intersection Total	Segments Total	Imjin and California	Imjin and 2nd	Imjin to Abrams	Abrams to CA	CA to 4th	4th to 3rd	3rd to 2nd
Total Crashes	144	52	65	79	18	16	2	2	14
Local CCR Differential	-	2.79	0.52	0.71	1.52	0.66	-0.80	1.01	0.40
Equivalent Property Damage Only	308	290	159	149	23	36	175	2	54
Fatal	0	1	0	0	0	0	1	0	0
Severe Injury	0	0	0	0	0	0	0	0	0
Other Visible Injury	8	3	5	3	0	1	1	0	1
Complaint of Pain	17	9	9	8	1	2	0	0	6
PDO	119	39	51	68	17	13	0	2	7
Crash Type									
Broadside	25	3	18	7	1	1	1	0	0
Sideswipe	19	6	12	7	3	0	0	2	1
Rear End	85	36	24	61	11	13	1	0	11
Head On	2	2	2	0	0	1	0	0	1
Hit Object	4	5	3	1	3	1	0	0	1
Overturned	0	0	0	0	0	0	0	0	0
Non-Motorist Crashes									
Pedestrian	0	0	0	0	0	0	0	0	0
Bicycle	1	0	1	0	0	0	0	0	0
Contributing Factors									
Aggressive	79	35	28	51	12	12	1	0	10
Impaired	8	7	2	6	1	2	1	1	2
Crash Conditions									
Dark	26	9	16	10	5	1	0	0	3
Wet	10	5	6	4	1	3	0	0	1



NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
-	All	Install Retroreflective Backplates	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number	S02	10	0.85	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 1,379,280	36 RFBs	\$ 825	\$ 29,700	46
								SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
								OTHER VISIBLE	8	1.2	2.40	\$ 159,900	\$ 383,760					
								COMPLAINT OF PAIN	17	2.55	5.10	\$ 90,900	\$ 463,590					
								PDO	119	17.85	35.70	\$ 14,900	\$ 531,930					
Optional Signage, Traffic signal at Abrams to be coordinated as well	All	Coordinate the signals at 2nd, California and Abrams	Improve signal timing (coordination, phases, red, yellow, or operation)	S03	10	0.85	50%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 1,379,280	3 Intersections	\$ 5,500	\$ 16,500	83.6
								SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
								OTHER VISIBLE	8	1.2	2.40	\$ 159,900	\$ 383,760					
								COMPLAINT OF PAIN	17	2.55	5.10	\$ 90,900	\$ 463,590					
								PDO	119	17.85	35.70	\$ 14,900	\$ 531,930					
-	All		Provide Advanced Dilemma-Zone Detection for high speed approaches	S04	10	0.60	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 3,678,080	3 Intersections	\$ 44,000	\$ 132,000	27.9
								SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
								OTHER VISIBLE	8	3.2	6.40	\$ 159,900	\$ 1,023,360					
								COMPLAINT OF PAIN	17	6.8	13.60	\$ 90,900	\$ 1,236,240					
								PDO	119	47.6	95.20	\$ 14,900	\$ 1,418,480					
-	Emergency Vehicles		Install emergency vehicle pre-emption systems	S05	10	0.75	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 7,450	3 Intersections	\$ 11,000	\$ 33,000	0.2
								SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
								COMPLAINT OF PAIN	0	0	0.00	\$ 90,900	\$ -					
								PDO	1	0.25	0.50	\$ 14,900	\$ 7,450					
-	All	Refresh intersection pavement markings	Install raised pavement markers and striping (Through Intersection)	S09	10	0.90	100%	FATAL	0	0	0.00	\$ 1,787,000	\$ -	\$ 919,520	4968 SQFT	\$ 2.42	\$ 12,023	76.5
								SERIOUS	0	0	0.00	\$ 1,787,000	\$ -					
								OTHER VISIBLE	8	0.8	1.60	\$ 159,900	\$ 255,840					
								COMPLAINT OF PAIN	17	1.7	3.40	\$ 90,900	\$ 309,060					
								PDO	119	11.9	23.80	\$ 14,900	\$ 354,620					
2 Signs per direction	All		Install dynamic/variable speed warning signs	R26	10	0.70	100%	FATAL	0	0	0.00	\$ 2,461,000	\$ -	\$ 2,758,560	4 Signs	\$ 8,360	\$ 33,440	82.5
								SERIOUS	0	0	0.00	\$ 2,461,000	\$ -					
								OTHER VISIBLE	8	2.4	4.80	\$ 159,900	\$ 767,520					
								COMPLAINT OF PAIN	17	5.1	10.20	\$ 90,900	\$ 927,180					
								PDO	119	35.7	71.40	\$ 14,900	\$ 1,063,860					

Location: Del Monte Boulevard and Beach Road



Total Crashes	33
Local CCR Differential	1.61
Equivalent Property Damage Only	432
Fatal	0
Severe Injury	2
Other Visible Injury	0
Complaint of Pain	4
PDO	27
Crash Type	
Broadside	7.00
Sideswipe	1
Rear End	4
Head On	0
Hit Object	18
Overtuned	1
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	20
Impaired	9
Crash Conditions	
Dark	18
Wet	2

Roadway segment countermeasures are being recommended here, to reduce approach speeds and thereby reduce the number of aggressive driving crashes at the roundabout

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
Goal is to reduce entry speeds by narrowing the approaches	All	Insert delineators/bollards on NB approach	Install delineators, reflectors and/or object markers	R27	10	0.85	100%	FATAL	0	0	0.00	\$ 2,461,000	\$ -	\$ 1,706,370	90 Delineators	\$ 72	\$ 6,435	265
								SERIOUS	2	0.3	0.60	\$ 2,461,000	\$ 1,476,600					
								OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
								COMPLAINT OF PAIN	4	0.6	1.20	\$ 90,900	\$ 109,080					
								PDO	27	4.05	8.10	\$ 14,900	\$ 120,690					
-	All	Add speed feedback sign to NB approach	Install dynamic/variable speed warning signs	R26	10	0.70	100%	FATAL	0	0	0.00	\$ 2,461,000	\$ -	\$ 3,412,740	1 Lump Sum	\$ 11,000	\$ 11,000	310.2
								SERIOUS	2	0.6	1.20	\$ 2,461,000	\$ 2,953,200					
								OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
								COMPLAINT OF PAIN	4	1.2	2.40	\$ 90,900	\$ 218,160					
								PDO	27	8.1	16.20	\$ 14,900	\$ 241,380					
-	All	Reduce NB approach to 1 lane 300' after the intx of Reservation Rd and Del Monte Blvd	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	R14	20	0.70	90%	FATAL	0	0	0.00	\$ 2,461,000	\$ -	\$ 3,412,740	2200 LF of stiping	\$ 2.09	\$ 4,598	742.2
								SERIOUS	2	0.6	1.20	\$ 2,461,000	\$ 2,953,200					
								OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
								COMPLAINT OF PAIN	4	1.2	2.40	\$ 90,900	\$ 218,160					
								PDO	27	8.1	16.20	\$ 14,900	\$ 241,380					
No applicable countermeasure in the Local Road Safety Manual	All	-	Install a fence in the median of the NB approach to limit line of sight	-	-	-	-	FATAL	0	0	0.00	\$ 2,461,000	\$ -	\$ -	200 LF	\$ 67	\$ 13,402	0.0
								SERIOUS	2	0	0.00	\$ 2,461,000	\$ -					
								OTHER VISIBLE	0	0	0.00	\$ 159,900	\$ -					
								COMPLAINT OF PAIN	4	0	0.00	\$ 90,900	\$ -					
								PDO	27	0	0.00	\$ 14,900	\$ -					

August 10, 2022

Item No. **11b**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of August 16, 2022

**CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2022-
AUTHORIZING THE RESUMPTION OF CITY COMMISSIONS,
COMMITTEES AND BOARDS AND AUTHORIZING THE DISBANDING
OF THE DESIGN REVIEW BOARD**

REQUEST:

It is requested that the City Council adopt Resolution No. 2022 -

1. Authorizing the resumption of the Recreation and Cultural Services Commission, the Public Works Commission, the Economic Development Commission and the Tree Committee.
2. Authorizing the disbanding of the Design Review Board.

BACKGROUND:

In March 2020, the City Manager issued an Emergency Proclamation subsequently approved by the City Council temporarily discontinuing all City Commissions, Committees and Boards except for those required by State law.

Since March 2020, the only regular public meetings being held in the City are the City Council and Planning Commission meetings. Under Covid protocol and in compliance with State guidelines these meetings have been functioning only over Zoom and have not been in-person yet.

Recently adopted new State law continues to allow these meetings to continue exclusively over Zoom, however, in-person or hybrid meetings are also allowed.

At this point, the City of Marina is not scheduling in-person City Council or Planning Commission meetings. Staff has looked at minimum upgrades to the city council chambers that would provide for improvements for better social distancing for the council, staff and members of the public; improved ventilation; improved lighting; replacing of the carpet and painting; and upgrades to video equipment for hybrid type meetings etc. These bare minimum upgrades will be around \$250,000. Given that we are still pursuing a potential bond measure for a new community center facility, we are holding off making any of these bare minimum improvements for now and will continue with Zoom meetings.

ANALYSIS:

Staff is recommending that the City Council authorize the resumption of the Recreation and Cultural Services Commission, the Public Works Commission, the Economic Development Commission and the Tree Committee as soon as possible. Most members of these Commissions and Committees terms have expired, so staff will need to begin advertising for new commissioners and committee members.

Whether or not the Commissions and Committees will meet over Zoom or in-person will be determined by staff working with the Chair and the Staff Liaison from the Council for the various commissions and committees.

On November 12, 2019, a presentation was made to a joint City Council/Planning Commission meeting by Erik Ramakrishnan, special counsel with Goldfarb and Lipman, regarding recent changes to state laws with specific emphasis on Senate Bill SB 330 and the new provisions after a formal housing project submittal is received. Under the new law, the City is limited to only five (5) meetings in total for the review of the project with advisory meetings and community meetings included in this total.

The Council directed staff to look at different structures to utilize the advisory commissions and committees to review trees and designs during the plan review process while taking into account the new state law and leaving at least two meetings each for the City Council and Planning Commission to review a project application. The following is staff's analysis of this issue.

Tree Committee

Per the City's Tree Ordinance, if a tree is planned for removal in Marina the Tree Committee is required to give approval with certain exceptions.¹ Under the provisions of the Marina Municipal Code, an arborist report shall be submitted for the removal of a tree.² For most land development projects, trees are on the lot and the expertise of an arborist are needed to evaluate if trees can be saved, relocated or removed as part of the project. The Tree Committee can play a valuable role in providing input to city staff and the arborist in ensuring the appropriate number of trees are removed and replaced so long as the direction provided is in a manner that is consistent and objective.

Staff is recommending that the Tree Committee start meeting again. Staff and the City Attorney will work together in determining the impact of SB330 with this Committee meeting again. An independent meeting of the Tree Committee will count as one of the five meetings for an application. Typically, most applications will not require five meetings so there typically would not be an impact having the Tree Committee meetings. If a more complex development application were filed and staff felt we might be pressed in approving the project in five meetings, the Tree Committee meetings could be scheduled and held as part of the Planning Commission meeting and would not count as an independent meeting.

An alternative would be to disband the Tree Committee and try to appoint a couple new Planning Commissioners that had tree or arborist experience and as part of the applicants discussion at the Planning Commission, part of that meeting would include a Tree Committee like discussion with specific reviews of trees in the application project. A major downside of this approach is that any tree issues would not be resolved prior to the Planning Commission meeting.

Another alternative would be to hire an arborist to peer review reports submitted by applicants. A major downside of this approach would be public input would not be included in the process until the application got to the Planning Commission. Staff is not recommending either of these alternatives.

Design Review Board (DRB)

Per the Marina Municipal Code, the Design Review Board is charged with providing recommendations to the Planning Commission on the site and architectural review of projects.³ Additionally, the Municipal Code delegates review of sign permits to the Design Review Board as well.⁴ Recent changes to state law mandate that all cities streamline the development of housing

¹ See Section 17.62.040 for the common exceptions to the tree removal permit process, including the most common which is if the tree is on an R-1 Single Family lot, <https://marina.municipal.codes/Code/17.62.040>

² See 17.62.060 of the Marina Municipal Code, <https://marina.municipal.codes/Code/17.62.060>

³ See 17.56.010-Site and architectural design review board—Approval required when.

⁴ 17.46.040-Design review board approval required.

projects. On October 9, 2019, Governor Newsom signed Senate Bill 330 and in doing so declared a statewide housing emergency to be in effect until January 1, 2025. The subsequent signing of SB 8 extended this emergency to January 1, 2030.⁵ In total, thirty-one (31) housing related bills have been signed by Governor Newsom in the past few legislative cycles all with the intent to streamline the development of housing projects and to further limit the ability of local agencies to deny housing projects.

In addition to the plethora of housing bills, after January 1, 2020, multifamily housing projects, transitional and supportive housing and mixed-use projects with at least two-thirds (2/3s) of the square footage designated for residential uses, must be reviewed for conformance with objective zoning standards:

*“Objective design standard” means a design standard that involve no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application.*⁶

If a city wants to deny a housing project,⁷ it must make specific findings of fact detailing how the project is not consistent with objective design standards and that the project has a specific adverse effect to public health and safety that can’t be mitigated in any other way.⁸ In effect “super findings of fact” must be made to deny a multifamily housing and mixed-use project moving forward.⁹

Given the provisions of SB 330 after a formal submittal is received, limiting the City to only five (5) meetings in total for the review of the project with advisory meetings and community meetings included in this total, and because the general orientation of housing bills is moving towards streamlining of development and requiring consistency with adopted objective standards, city staff are not recommending bringing back the DRB.

However, there is utility in having some type of architectural review of the submitted plans so the Planning Commission can rely on this expertise. As such, until such time as the objective zoning standards are adopted by the City Council it makes sense from a policy perspective to have architectural plans peer reviewed by a licensed architect or urban designer of the City’s choosing to ensure the bulk, mass and scale of the development is consistent with the existing neighborhood and the Marina Design Guidelines.

In terms of the DRB review of sign permits, for the most part, sign permits have a very clear review process by staff. A sign must meet certain height, wattage, and square footage requirements. If met, in most municipal agencies, a permit is granted. Marina has the additional requirement that sign permits, in most commercial properties also comply with a Master Sign Program (MSP) to further ensure a sign has the same look and feel of neighboring buildings. Making applicants attend a public hearing for practically every sign permit seems like a burden on applicants and unnecessary delays issuance of permits. Additionally, public view of sign permits unnecessary drives up the cost of the permit. As such, this is another example of the City Council being able to reimagine the development review process for the benefit of customers and residents.

⁵ SB 330 (Housing Crisis Act of 2019).

https://leginfo.ca.gov/faces/billHistoryClient.xhtml?bill_id=201920200SB330.

See also Senate Bill 8- https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB8

⁶ Housing Accountability Act and Senate Bill 35 (Government Code Sections 65589.5 and 65913.4),

⁷ Per recent changes to the Housing Accountability Act (HAA) a housing project is defined as two or more units.

⁸ Metropolitan Transportation Commission (MTC) presentation:

https://mtc.ca.gov/sites/default/files/Planning_Innovations_Presentations.pdf

⁹ The City Council will be reviewing the objective zoning standards contract in September and city staff look forward to completing this project in the near term

If the Council authorizes disbanding the Design Review Board, staff will bring back to the Council an Ordinance amending the Municipal Code to abolish this body. Additionally, staff will continue working on the Objective Zoning Standards and will create a list of architects or urban designers who can peer review housing projects in the interim period.

FISCAL IMPACT:

There is no additional fiscal impact for bringing back the existing advisory commissions, committees and boards other than the additional staff support and resources needed to prepare for and facilitate their meetings.

CONCLUSION:

Advisory committees provide a valuable policy tool for the City Council, as these legislative bodies can be subject matter experts for the City Council and provide another vehicle for public input on various municipal issues facing the City of Marina.

The Public Works Commission, Recreation and Cultural Services Commission, Economic Development Commission and Tree Committee are recommended to be resumed with recruitment for the vacant positions on these to begin as soon as possible. However, considering recent changes to state law, bringing back the Design Review Board is not recommended.

PREPARED:

Guido F. Persicone, AICP
Community Development Director
City of Marina

REVIEWED/CONCUR:

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2022-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AUTHORIZING
THE RESUMPTION OF CITY COMMISSIONS, COMMITTEES AND BOARDS AND
AUTHORIZING THE DISBANDING OF THE DESIGN REVIEW BOARD.

WHEREAS, The City of Marina issued an Emergency Proclamation and temporarily discontinued all City Commissions, Committees and Boards due to the Covid pandemic except for those required by State law; and

WHEREAS, Under Covid protocol and in compliance with State guidelines, these commissions, committees and boards are allowed to meet again in-person over Zoom or with a hybrid type meeting; and

WHEREAS, City staff is at level to where they can provide most of the staff support needed to resume these commissions, committees and boards; and

WHEREAS, There is a public need and benefit to resuming the Public Works Commission, the Recreation and Cultural Services Commission, the Economic Development Commission and the Tree Committee; and

WHEREAS, Due to SB 330, SB 8 and over thirty-one (31) other housing related bills limiting the City to only five (5) meetings in total for a review of a housing project and new requirements for specific adopted objective standards, bringing back the Design Review Board will cause problems with the new streamlining standards and requiring consistency with adopted objective standards.

NOW, THEREFORE BE IT RESOLVED the City Council of the City of Marina does hereby authorize resumption of the Public Works Commission, the Recreation and Cultural Services Commission, the Economic Development Commission, and the Tree Committee; and also authorizes the disbanding of the Design Review Board.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 16th day of August 2022, by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of August 16, 2022

**THE CITY COUNCIL RECEIVES AN UPDATE REPORT ON THE
CYPRESS KNOLLS PROPERTY.**

REQUEST

It is requested that the Marina City Council:

1. Receive an update report on the Cypress Knolls property.

BACKGROUND

One of the City Council's top priorities for the current fiscal year budget is to launch working on Cypress Knolls concept planning effort.

Cypress Knolls is centrally located within Marina's city boundaries and is approximately 188 acres in size. The property is scattered with 230 blighted former Army duplex housing units. The property is bounded by Highway 1 to the west, Patton Parkway on the north, California Avenue on the east, and Imjin Parkway on the south.

Because of the unique characteristics of the Cypress Knolls property and the opportunities to look at new and alternative affordable housing types, staff reached out to the Planner Emeritus Network (PEN) Community Planning Assistance Team (CPAT) with the California Chapter of the American Planning Association for assistance in moving this project forward. On reviewing the City's application and goals for this property, the CPAT Committee agreed to take this on as a project.

DISCUSSION

CPAT will engage in a visioning exercise in which the City Council and community will be lead through a process to reimagine the possibilities for the site. The goal is to establish a community vision that will allow the City to bring on board a consulting team that will create a new master plan for the redevelopment of this site. The core of this master plan will be a focus on developing affordable "workforce" housing that bridges that gap between typical single-family home development and apartment complexes. This is sometimes referred to as the "missing middle" housing market in America today. These products may consist of duplexes side-by-side or stacked; triplexes stacked; fourplexes stacked, townhomes, bungalow or cottage courts, courtyard apartments, multiplex or mansion apartments, live/work apartments, tiny-homes, or other new alternative housing types. The end result will likely be a palette of residential and mixed-use options.

Cypress Knolls is a generational opportunity for the City to take the lead in planning a development project not only around core principles of housing affordability but also principles of: healthy living; open space, parks and recreation; bike and pedestrian mobility; economic and fiscal sustainability; reduction of greenhouse gas (GHG) emissions, VMT, water and energy use, and waste with a net zero development focus; access to alternate transportation networks and trails; respect for Marina ecosystems; 15 minute walk connectivity to housing, jobs, retail, food, recreation, entertainment, and restaurants.

The CPAT will perform the following tasks:

1. Collaborate with the City staff to develop a detailed process, time schedule, and desired outcomes and deliverables for the CPAT project;
2. Work with City staff to establish dates, times, and duration for the CPAT preparation meetings, site visit, and public charrette or workshop;
3. Review relevant background reports, technical studies, and other information supplied by the City regarding the Fort Ord base closure and the Cypress Knolls site;
4. With input from the City, organize, lead, and facilitate a public charrette or community workshop with preparation of supporting materials;
5. Provide back-up support to the City on public information and community and press inquiries about the project;
6. Complete a draft CPAT Project Report after the charrette or community workshop for review by the City that is anticipated to include: summary of community comments and preferences; discussion of primary issues, opportunities, and constraints; consensus on guiding principles and development approach; and observations, options, and recommendations on next steps; and
7. Produce a final CPAT Project Report following City review that will be provided to the City in a printable digital format and posted publicly on the APACA CPAT website.

City staff and the CPAT conducted a field review of the site on July 7, 2022. On this day, a list of background documents were requested by the CPAT and subsequently provided by staff. These documents include past Cypress Knolls studies, EIR, CSUMB Master Plan documents, Fort Ord/FORA documents and others.

Next steps: The CPAT would like to interview individual City Council and Planning Commission members for their impressions on the highest and best possible uses for the Cypress Knolls site and their visions for the future of the property before reaching out to the general public.

Project Schedule

August/September

- informational interviews with the APA committee
- meetings with city staff to finalize the details of the project charette

October-Project Charette #1

November -Project Charrette #2

February-Presentation of the APA Final Report to the City Council.

ENVIRONMENTAL DETERMINATION

The concept plan and recommendations that will result from this effort are advisory-only and will have no regulatory authority. This exercise is not subject to California Environmental Quality Act (CEQA) pursuant to the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, Sections: 15060(c)(2), because the proposed ordinance will not result in a direct or reasonably foreseeable indirect physical change in the environment; and 15061(b)(3), because the proposed ordinance is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

FISCAL IMPACT

Other than modest reimbursement costs, the work of the CPAT will be on a voluntary basis. There will be nominal impact to the General Fund.

CONCLUSION

This request is submitted for City Council consideration and comment.

Respectfully submitted,

Alyson Hunter, AICP
Sr. Planner, Community Development Dept.
City of Marina

REVIEWED/CONCUR

Guido F. Persicone, AICP
Director, Community Development Dept.
City of Marina

Layne Long
City Manager
City of Marina

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of August 16, 2022

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION 2022-, AMENDING
RESOLUTION NO. 80-71, AS AMENDED, PARAGRAPHS 8, 9, 13, AND 27,
REGARDING BEST PRACTICES FOR PUBLIC ENGAGEMENT AND
MEETING EFFICIENCY**

REQUEST:

It is requested that the City Council consider:

1. Adopting Resolution No. 2022-, amending Resolution No. 80-71, as amended, Establishing the Rules and Procedures for the Conduct of Meetings;
2. Amending Paragraph 8 regarding Order of Business and Consideration and Sequence of Agenda Items;
3. Amending Paragraph 9 regarding Preparation of the Minutes;
4. Amending Paragraph 13 regarding Debate;
5. Amending Paragraph 27 regarding Manner of Addressing Council; and
6. Approving a new Agenda format in substantially the same form as Exhibit B.

BACKGROUND:

At the regular meeting of December 12, 1980, the City Council adopted Resolution No. 80-71, “Establishing the Rules and Procedures for the Conduct of Meetings of the City Council” (“Rules and Procedures”). The Rules and Procedures govern Council conduct, and include provisions for the setting meetings, order of the agendas, Council debate, and conflicts of interest.

The Rules and Procedures have been amended multiple times over the years – primarily in regard to the order of the agenda and meeting times.¹ (**EXHIBIT A**.) More recently, the City Council directed staff to bring forward proposals regarding the Rules and Procedures to increase public engagement and improve meeting efficiency. While this is the present direction, a more comprehensive update can be brought forward to align the Rules and Procedures with the Marina Municipal Code, and incorporate all amendments into one document.

ANALYSIS:

Elected officials have a large body of work to get through, and it must be accomplished in a reasonable amount of time. A well-organized agenda, appropriate opportunities for public comment and following protocol are all essential to running an effective meeting.

Public Engagement

Public comment is an essential part of local government meetings. Hearing from the public is a critical part of the Council’s role. Council members need to be in touch with the public and be responsive. That said, the purpose of public comment is to inform the Council of the public’s views, and not to enter into debate or dialogue with Council.

¹ See Resolutions 85-1, 90-09, 91-17, 92-30, 94-15, 98-03, 99-01, 2001-106, 2009-41, 2011-32, 2011-33, 2011-65, and 2019-107.

Time limits on public comment are an important tool for running a meeting of reasonable length, and prioritizing the important discourse while participants are available. General public comment at the meeting's outset must be balanced against those members of the public that have come to speak on particular agenda items. Extensive general comment, prior to the Council's deliberation of agenda items, can fatigue all participants and diminish the quality of the discourse and decision-making.

It is recommended that the Mayor and Council do not respond to general public comments. The Mayor may provide brief factual information, if appropriate, but should not enter into a back and forth exchange or call on staff to provide answers on the spot. A best practice is for staff to note input or questions and provide responses at a later date, or to place the item on a future agenda.

The City may adopt reasonable regulations for public comment, including time limits. Many public agencies allow up to three minutes, which can be limited if there are many participants or to accommodate a lengthy agenda. The public does not need to be given an opportunity to speak on an item that has already been considered by a committee made up exclusively of members of the Council at a public meeting, if all interested members of the public had the opportunity to speak on the item before or during its consideration, and if the item has not been substantially changed. In addition, the City may provide multiple ways for residents to express their views, which can further reduce pressure on meeting time, i.e., by encouraging letters and other written communication.

Staff proposes amendments to the current Agenda template in terms of public comments. **(EXHIBIT B.)** It is recommended that public input on the Consent Agenda be heard under general Public Comment. In this way, the Consent Agenda may be called, and if no items are pulled, adopted in one motion. Additionally, staff proposes to make the Agenda more user-friendly by including only those items brought forward for Council action.

Staff recommends changes to the Rules and Procedures, Paragraph 8 a), to separate Council and Staff Announcements from Public Comment. Subsection b) modifications reflect the new numbering, and update the Rules with gender-neutral language. Proposed additions are set forth in italicized font; deletions are noted in strikeout font:

8. Order of Business and Consideration and Sequence of Agenda Items.

- a) The business of the City Council shall be taken up for consideration and disposition in the following order:
 1. Call to Order 5:00p.m. (if there is to be a Closed Session)
 2. Roll Call and Establishment of Quorum
 3. *Public Comments*
 4. Closed Session (if any)
Open Regular Session (6:30 p.m.) - Report Any Action taken in Closed Session
 5. Moment of Silence & Pledge of Allegiance
 6. Special Presentations - *no action; no public comment*
 7. ~~Special Council and Staff Announcements and Communications from the Floor~~
 8. *Public Comment – Up to a maximum of 3 minutes per person*
 9. Consent Agenda for Successor Agency (If any)
 10. Consent Agenda
 11. Public Hearings
 12. Other Council Action Items of the Successor Agency
 13. Other Action Items:
 14. Council & Staff Informational Reports – *no action taken, no public comment*
 15. Adjournment

- b) The Mayor, at ~~their~~ *his/her* discretion and subject to majority vote overruling ~~them~~ *him/her*, may re-arrange agenda items, provided that any items ‘pulled’ from Item 98, ‘Consent Agenda’ shall be considered following the last item of Item 1140, “Other Council Action Items.”

Paragraph 27 a) of the Rules and Procedures, entitled “Manner of Addressing Council,” sets forth the allotted time for public comments. Proposed modifications consider that members of the public cannot be required to provide their names or other information as prerequisite to speaking, and that the Council has the ability to limit public comment where necessary for meeting efficiency. Proposed additions are shown in italicized font; deletions are in strikeout font:

27. Addressing the Council

- a) Manner of Addressing Council. Each person desiring to address the Council ~~shall step up to the speaker’s rostrum, state his name and address for the record, state the subject he wishes to discuss, state whom he is representing if he represents an organization or other persons, and, unless further time is otherwise specifically provided for in these rules or is granted by majority vote of the Council, shall limit his remarks~~ *may comment for up to four three (43) minutes*. All remarks shall be addressed to the Council as a whole and not to any member thereof. No question shall be asked a Council Member or a member of the City staff without the permission of the Presiding Officer.
- c) After Motion Close of Public Hearing. ~~After a motion has been made or~~ a public hearing has been closed, no member of the public shall address the Council from the audience on the matter under consideration without first securing permission to do so by the City Council.

Structured Discussion

Motion after public comment and prior to Council discussion can help focus Council discourse by identifying the issue to be decided. Accordingly, staff recommends the Council first solicit public input, and then make a motion, followed by Council discussion and a vote. This is the recommended process set forth in Rosenberg’s Rules of Order, which is a simplified version of Robert’s Rules of Order. Not only does this help identify the issue before the Council, but it ensures compliance with the Brown Act, which requires the public be provided an opportunity to speak prior to action being taken.

Paragraph 8 c) of the Rules and Procedures sets forth the procedure for consideration of Agenda Items. The proposed modifications are set forth below (additions shown in italicized font; deletions in strikeout font):

8. Order of Business and Consideration and Sequence of Agenda Items.

- c) The following shall be the procedure for consideration and sequence of each Agenda Item, including Public Hearings:
1. Mayor Introduces the Agenda Item
 2. City Manager/Executive Director (or designee/Council Member) Presents Staff Report
 3. Applicant/proponent, when appropriate, up to ten (10) minutes (at Presiding Officer’s discretion)
 4. City Council Clarifying *Technical* Questions of Staff and Applicant/Proponent
 5. ~~Brief Council Comments and Motion~~ *Public Comments* – up to a maximum of ~~four three~~ (43) minutes per person
 6. Mayor Closes Public Hearing/Public Comments

7. Council *Motion and Discussion*
8. Council Vote

A summary of the public hearing process is also included on the draft Agenda.

Paragraph 13 g), “Limitation of Debate” provides, “No Council Member shall be allowed to speak more than once upon any particular subject until every other Council Member desiring to do so shall have spoken.” To enhance debate, and manage time more efficiently, some councils have adopted the rule that each person may speak twice on a given subject. This proposed modification is set forth below (additions shown in italicized font):

13. Rules of Debate.

- g) Limitation of Debate. No Council Member shall be allowed to speak more than once upon any particular subject until every other Council Member desiring to do so shall have spoken. *Council Members may speak twice on a given subject.*

Meeting Preparation

To aid in meeting efficiency, questions of staff should be asked in advance. This saves Council time during the meeting, and for those questions that must be addressed at the meeting, enables staff to prepare to answer the questions accurately and succinctly. As a result, meetings run more smoothly, Council is provided the information needed for decision-making, and the need to continue items to the next agenda is minimized.

Minutes

Many public agencies have adopted action minutes, which record what is done at a meeting and not what is said. This is also the guideline of Robert’s Rules of Order, which governs Council conduct. The time and effort required to prepare detailed minutes summarizing what was said, and their subjective nature, are time-consuming and the effort often exceeds the value to the City and to the public. This is not necessary given that Council meetings are recorded and available through AMP and YouTube. The proposed modification to the Rules is set forth below (additions shown in italicized font; deletions in strikeout font):

9. Preparation of Minutes. The City Clerk shall have exclusive responsibility for preparation of ~~the~~ *action* minutes, and any directions for changes in the minutes shall be made only by majority action of the City Council.

CEQA:

Amendment of Resolution 80-71 is not subject to California Environmental Quality Act (CEQA) as it is not a “project” pursuant to Section 15378 of the CEQA Guidelines.

FISCAL IMPACT:

None identified.

CONCLUSION:

This request is submitted for City Council consideration and potential action.

Respectfully submitted,

Heidi Quinn
Interim City Attorney
City of Marina

Attachments:

Exhibit A: Rules and Procedures, and Amendments
Exhibit B: Redlined and Integrated draft Agendas

RESOLUTION NO. 2022-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING
RESOLUTION 80-71, AS AMENDED, PARAGRAPHS 8, 9, 13, AND 27, REGARDING
BEST PRACTICES FOR PUBLIC ENGAGEMENT AND MEETING EFFICIENCY.

WHEREAS, at the regular meeting of December 12, 1980, the City Council adopted Resolution No. 80-71 Establishing the Rules and Procedures for the Conduct of Meetings of the City Council (“Rules and Procedures”); and

WHEREAS, the City Council previously amended the Rules and Procedures by adopting Resolution Nos. 85-1, 90-09, 91-17, 92-30, 94-15, 98-03, 99-01, 2001-106, 2009-41, 2011-32, 2011-33, 2011-65, and 2019-107; and

WHEREAS, after discussion, the City Council directed staff to place on a future agenda a resolution to make proposed changes to the Rules and Procedures regarding public engagement and meeting efficiency; and

WHEREAS, staff proposes modifications to Paragraph 8 regarding Order of Business and Consideration and Sequence of Agenda Items, Paragraph 9 regarding Preparation of Minutes, Paragraph 13 regarding Debate, and Paragraph 27 regarding Manner of Addressing Council; and amendment of the Agenda format; and

WHEREAS, amendment of Resolution 80-71, as amended, is not subject to California Environmental Quality Act (CEQA) as it is not a “project” pursuant to Section 15378 of the CEQA Guidelines.

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

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Rules and Procedures. The Rules and Procedures shall be modified as follows (new language in italics and deleted language in strike-out text):

1. Paragraph 8 of the Rules and Regulations shall be modified as follows:

8. Order of Business and Consideration and Sequence of Agenda Items.

a) The business of the City Council shall be taken up for consideration and disposition in the following order:

1. Call to Order 5:00p.m. (if there is to be a Closed Session)
2. Roll Call and Establishment of Quorum
3. *Public Comments*
4. Closed Session (if any)
Open Regular Session (6:30 p.m.) - Report Any Action taken in Closed Session
5. Moment of Silence & Pledge of Allegiance
6. Special Presentations - *no action; no public comment*
- ~~7. Special Council and Staff Announcements and Communications from the Floor~~
8. *Public Comment – Up to a maximum of 3 minutes per person*
9. Consent Agenda for Successor Agency (If any)
10. Consent Agenda
11. Public Hearings
12. Other Council Action Items of the Successor Agency

13. Other Action Items:

14. Council & Staff Informational Reports – *no action taken, no public comment*

15. Adjournment

b) The Mayor, at ~~their~~ *his/her* discretion and subject to majority vote overruling ~~them~~ *him/her*, may re-arrange agenda items, provided that any items ‘pulled’ from Item 98, “Consent Agenda” shall be considered following the last item of Item ~~1140~~, “Other Council Action Items.”

c) The following shall be the procedure for consideration and sequence of each Agenda Item, including Public Hearings:

1. Mayor Introduces the Agenda Item
2. City Manager/Executive Director (or designee/Council Member) Presents Staff Report
3. Applicant/proponent, when appropriate, up to ten (10) minutes (at Presiding Officer’s discretion)
4. City Council Clarifying *Technical* Questions of Staff and Applicant/Proponent
5. ~~Brief Council Comments and Motion~~ *Public Comments* – up to a maximum of ~~four~~ *three (43)* minutes per person
6. Mayor Closes Public Hearing/Public Comments
7. Council *Motion and* Discussion
8. Council Vote

2. Paragraph 9 of the Rules and Regulations shall be modified as follows:

9. Preparation of Minutes. The City Clerk shall have exclusive responsibility for preparation of ~~the action~~ minutes, and any directions for changes in the minutes shall be made only by majority action of the City Council.

3. Paragraph 13 of the Rules and Regulations shall be modified as follows:

13. Rules of Debate.

g) Limitation of Debate. No Council Member shall be allowed to speak more than once upon any particular subject until every other Council Member desiring to do so shall have spoken. *Council Members may speak twice on a given subject.*

4. Paragraph 27 of the Rules and Regulations shall be modified as follows:

27. Addressing the Council

a) Manner of Addressing Council. Each person desiring to address the Council ~~shall step up to the speaker’s rostrum, state his name and address for the record, state the subject he wishes to discuss, state whom he is representing if he represents an organization or other persons, and, unless further time is otherwise specifically provided for in these rules or is granted by majority vote of the Council, shall limit his remarks~~ *may comment for up to four three (43) minutes*. All remarks shall be addressed to the Council as a whole and not to any member thereof. No question shall be asked a Council Member or a member of the City staff without the permission of the Presiding Officer.

- c) After Motion Close of Public Hearing. After ~~a motion has been made or~~ a public hearing has been closed, no member of the public shall address the Council from the audience on the matter under consideration without first securing permission to do so by the City Council.

5. The Agenda format shall be in substantially the same form as Attachment 1 hereto.

Section 3. Effective Date of Resolution. This Resolution shall take effect on immediately upon its passage and adoption.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting held this 16th day of August 2022, by the following vote:

AYES, COUNCIL MEMBERS:

NOES, COUNCIL MEMBERS:

ABSENT, COUNCIL MEMBERS:

ABSTAIN, COUNCIL MEMBERS:

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

RESOLUTION NO. 80- 71

A RESOLUTION ESTABLISHING RULES AND PROCEDURES FOR
THE CONDUCT OF THE MEETINGS OF THE MARINA CITY COUNCIL

-o0o-

WHEREAS, in order to provide for continuity of responsibility and to provide sufficient time and opportunity for full consideration and public discussion of important issues which the City Council must review and decide, and in order to provide for the orderly and expeditious conduct of council meetings, it is necessary and appropriate to adopt the following rules and procedures relating to the conduct of such meetings,

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

1. Purpose. The purpose of this resolution is to establish the procedure for the presentation and determination of matters coming before the Marina City Council, to provide for the fair and efficient consideration of said matters, and to insure that the public is fully informed of the matters coming before the City Council and has an opportunity to witness the deliberations of the members thereof in the conduct of public business, and that proper public involvement in the deliberations of the Council be encouraged.

2. Regular Meetings. The City Council shall hold regular meetings on the first and third Tuesdays of each month at the hour of 7:30 o'clock p.m. in the Council Chamber of the City Hall, 211 Hillcrest Avenue in the City, or in such other place within the city limits to which said meeting may be adjourned. If by reason of fire, flood or other emergency it shall be unsafe to meet in the City Hall, the meetings may be held for the duration of the emer-

1 agency at such other place as is designated by the Mayor or, if he
2 should fail to act, by three members of the City Council. When the
3 day for any regular meeting falls on a legal holiday, no meeting
4 shall be held on such holiday, but a regular meeting shall be held
5 at the same hour on the following business day.

6 3. Study Sessions. The City Council shall meet in a study
7 session on the first and third Tuesdays of each month at the hour
8 of 7:00 o'clock p.m. in the Council Chamber of the City Hall, or at
9 such other place as may be determined by the Council, for the pur-
10 pose of hearing reports from the staff and reviewing, discussing
11 and debating matters of interest to the City. Such sessions shall
12 be open to the public and press. No official action shall be
13 taken at a study session; provided, however, that nothing herein
14 shall be deemed to prevent the taking of an informal vote on any
15 matter under discussion. The participation of the public in such
16 sessions shall be subject to the discretion of the presiding officer.

17 4. Special Meetings. Special meetings may be called at any
18 time by the Mayor, or by three members of the City Council, by
19 delivering personally or by mail written notice to each Council
20 Member and to each local newspaper of general circulation, radio or
21 television station requesting notice in writing. Such notice must
22 be delivered personally or by mail at least twenty-four hours before
23 the time of such meeting as specified in the notice. The call and
24 notice shall specify the time and place of the speical meeting and
25 the business to be transacted. No other business shall be consider-
26 ed at such meetings. Such written notice may be dispensed with as
27 to any Council Member who at or prior to the time the meeting con-
28 venes files with the City Clerk a written waiver of notice. Such

1 waiver may be given by telegram. Such written notice may also be
2 dispensed with as to any Council Member who is actually present at
3 the meeting at the time it convenes.

4 5. Meetings to be Public - Exception for Executive Sessions.

5 All regular and special meetings of the City Council shall be public;
6 provided, however, the City Council may hold executive sessions
7 during a regular or special meeting, from which the public may be
8 excluded, for the purpose of considering the matters referred to
9 in §§54957-54957.6 of the Government Code of the State of California.

10 No member of the City Council, employee of the City, or any
11 other person present during an executive session of the Council
12 shall disclose to any person the content or substance of any dis-
13 cussion which took place during said executive session unless the
14 City Council shall authorize the disclosure of such information by
15 majority vote.

16 6. Agenda. All reports, communications, ordinances, resolu-
17 tions, contract documents or other matters to be submitted to the
18 Council at a regular meeting shall be delivered to the City Clerk
19 not later than 12:00 o'clock noon on the Wednesday preceding the
20 meeting. The City Clerk shall prepare an agenda of all such
21 matters according to the order of business (paragraph 8 hereinbelow).
22 The agenda shall be delivered or otherwise made available to the
23 Council Members on the Friday preceding the Tuesday Council meeting
24 to which it pertains, and shall be made available to the public no
25 later than 10:00 o'clock a.m. on the Monday preceding the meeting.
26 All matters shall be considered by the Council in the order listed
27 on the agenda, to the extent of time available; provided, however,
28 that the order of the agenda may be changed at any time by the

1 unanimous consent of all Council Members then present at a meeting.
2 Agenda items not considered or completed for lack of time shall
3 become agenda items at the following meeting in accordance with the
4 foregoing policies. No matters other than those on the agenda
5 shall be finally acted upon by the Council; provided, however, that
6 a matter deemed to be an emergency by any Council Member, the City
7 Manager or the City Attorney, or a matter which would become moot
8 if not acted upon at the Council meeting at which it is brought up,
9 with an explanation of the emergency or other necessity for bring-
10 ing it up stated in open Council meeting, may be placed upon the
11 agenda by a motion, seconded and carried, and then may be considered
12 and acted upon by the Council.

13 7. Council Correspondence.

14 a) Availability to the Public. Correspondence addressed to
15 the City Council which is received by the City Clerk or any other
16 officer or employee of the City shall not become a public record
17 until received and filed by the Council at a regular, special or
18 adjourned meeting of the Council. Correspondence received in the
19 City Clerk's office or other offices after 12:00 o'clock noon on
20 the Wednesday preceding a regular Council meeting shall not be
21 placed on the agenda unless it concerns a matter to be considered
22 by the Council at the next regular meeting or is determined by the
23 Mayor or the City Manager to be an urgent matter which should be
24 brought to the immediate attention of the Council. Correspondence
25 shall not be read aloud at a Council meeting unless requested by a
26 majority vote of the Council.

27 b) Authority of City Manager. The City Manager is authorized
28 to open and examine all mail or other written communications

1 addressed to the City Council and to give it immediate attention
2 to the end that all administrative business referred to in said
3 communications and not necessarily requiring Council action may
4 be acted upon between Council meetings.

5 8. Order of Business. The business of the Council shall
6 be taken up for consideration and disposition in the following
7 order:

- 8 1. Call to Order
- 9 2. Pledge of Allegiance and Invocation.
- 10 3. Roll Call.
- 11 4. Approval of the Minutes.
- 12 5. Communications from Floor Not on Agenda.
- 13 6. Special Presentations (if any).
- 14 7. Consent Calendar Items.
- 15 8. Public Hearings.
- 16 9. Other Agenda Items - Consideration of
Ordinances and Resolutions
- 17 10. Council and Staff Reports.
- 18 11. Executive Sessions (if any).
- 19 12. Adjournment.

20 The order of business shall not be changed except by majority
21 vote of the City Council.

22 9. Preparation of Minutes. The City Clerk shall have
23 exclusive responsibility for preparation of the minutes, and any
24 directions for changes in the minutes shall be made only by
25 majority action of the City Council.

26 10. Reading of Minutes. Unless the reading of the minutes
27 of a Council meeting is ordered by a majority vote of the Council,
28 such minutes may be approved without reading if the City Clerk has
previously furnished each Council Member with a copy.

11. Presiding Officer. The Mayor shall be the Presiding
Officer at all meetings of the City Council. In the absence of
the Mayor, the Mayor Pro Tempore shall preside. In the absence
of both the Mayor and Mayor Pro Tempore, the City Clerk shall call

1 the Council to order, whereupon a temporary Presiding Officer shall
2 be elected by the Council Members present to serve until the
3 arrival of the Mayor or Mayor Pro Tempore or until adjournment.
4 Wherever in this resolution the term Mayor is used, it shall apply
5 equally to the Presiding Officer as defined in this section.

6 12. Powers and Duties of Presiding Officer.

7 a) Participation. The Presiding Officer may move, second,
8 debate and vote from the Chair.

9 b) Question to be Stated. The Presiding Officer or such
10 member of the City staff as he may designate shall verbally restate
11 each question immediately prior to calling for the vote. Follow-
12 ing the vote the City Clerk shall announce whether the question
13 carried or was defeated. The Presiding Officer in his discretion
14 may publicly explain the effect of a vote for the audience, or he
15 may direct a member of the City staff to do so, before proceeding
16 to the next item of business.

17 c) Signing of Documents. The Presiding Officer shall sign
18 all ordinances, resolutions, contracts, and other documents neces-
19 sitating his signature which were adopted in his presence, unless
20 he is unavailable, in which case the signature of an alternate
21 Presiding Officer may be used.

22 d) Sworn Testimony. The Presiding Officer may require any
23 person addressing the City Council to be sworn as a witness and to
24 testify under oath, and the Presiding Officer shall so require if
25 directed to do so by a majority vote of the Council.

26 13. Rules of Debate.

27 a) Getting the Floor. Every Council Member desiring to
28 speak shall first address the Chair, gain recognition by the

1 Presiding Officer, and shall confine himself to the question under
2 debate, avoiding personalities and indecorous language.

3 b) Questions to Staff. Every Council Member desiring to
4 question the City staff shall, after recognition by the Presiding
5 Officer, address his questions to the City Manager, the City
6 Attorney, or to such other department head or member of the City
7 staff as may be appropriate.

8 c) Interruptions. A Council Member, once recognized, shall
9 not be interrupted when speaking unless called to order by the
10 Presiding Officer, unless a point of order or personal privilege
11 is raised by another Council Member, or unless the speaker chooses
12 to yield to a question by another Council Member. If a Council
13 Member while speaking, is called to order, he shall cease speaking
14 until the question of order is determined and, if determined to
15 be in order, may then proceed. Members of the City staff, after
16 recognition by the Presiding Officer, shall hold the floor until
17 completion of their remarks or until recognition is withdrawn by
18 the Presiding Officer.

19 d) Points of Order. The Presiding Officer shall determine
20 all points of order subject to the right of any Councilman to
21 appeal to the Council. The Presiding Officer may consult with
22 the City Manager or the City Attorney in connection with deter-
23 mining a point of order, or may refer the question involved to
24 either one for determination. If an appeal is taken, the ques-
25 tion shall be, "Shall the decision of the Presiding Officer be
26 sustained?" A majority vote shall conclusively determine such
27 question of order.

28 e) Point of Personal Privilege. The right of a Council

1 Member to address the Council on a question of personal privilege
2 shall be limited to cases in which his integrity, character or
3 motives are questioned or where the welfare of the Council is con-
4 cerned. A Council Member raising a point of personal privilege
5 may interrupt another Council Member who has the floor only if the
6 Presiding Officer recognizes the privilege.

7 f) Privilege of Closing Debate. The Council Member moving
8 the adoption of an ordinance, resolution or motion shall have the
9 privilege of closing debate.

10 g) Limitation of Debate. No Council Member shall be allowed
11 to speak more than once upon any particular subject until every
12 other Council Member desiring to do so shall have spoken.

13 14. Ordinances, Resolution and Motions--Precedents. When any
14 ordinance, resolution or motion is properly brought before the
15 Council and seconded by another Council Member, no other action
16 shall be considered except a point of order, or a motion to adjourn
17 to table, to table to a certain time, to close debate, to refer or
18 to amend. Such items shall have precedence in the order stated in
19 the preceding sentence. Points of order shall be ruled upon by the
20 Presiding Officer, provided that such ruling may be overridden by
21 a majority of the Council. All of such motions, except motions to
22 amend, shall be put to a vote without debate and decided by a
23 majority.

24 Any of the foregoing motions shall be in order at any time the
25 speaker is duly recognized, except when repeated without interven-
26 ing business or discussion, or if made when the motion to close
27 debate has been adopted or while a vote is being taken.

28 a) Motion to Table. If a motion to table (without time

1 certain) passes, consideration of the matter may be resumed only
2 upon the motion of a member voting with the majority on the motion
3 to table.

4 b) Motion to Close Debate. When a motion to close debate is
5 duly made and seconded, there shall be no further debate. If the
6 question carries, the Presiding Officer shall put pending amendments
7 to a vote, without debate, in the inverse order of their introduc-
8 tion before putting the main question. If the question is decided
9 negatively, the main question and its amendments remain before the
10 council.

11 c) Reconsideration. Providing that no intervening rights
12 will be prejudiced, any Council Member who voted with the majority
13 on a question may move the reconsideration of that question at the
14 same meeting in which the original decision was made or at the next
15 following meeting. After a motion for reconsideration has been acted
16 upon, no other similar motion shall be made without unanimous consent.

17 15. Voting. Three affirmative votes are required to enact an
18 ordinance or to adopt a resolution or motion granting a franchise or
19 authorizing the payment or expenditure of money or incurring of a
20 debt. The majority of a quorum is required to adopt other resolu-
21 tions or motions. A "majority" refers to a majority of the quorum
22 present.

23 Every ordinance shall be adopted by a roll call vote. All
24 other matters may be referred to a vote unless a roll call is
25 requested by any Council Member. On all matters for which a voice
26 vote is authorized, the Presiding Officer may ask for, "objections
27 to the question?". If no objection is expressed, the Presiding
28 Officer shall, "so order," and the minutes shall record a unanimous

1 vote in favor. If any Council Member objects to the procedure, a
2 roll call vote shall be called in the normal manner.

3 16. Failure to Vote. Every Council Member should vote unless
4 disqualified by reason of a conflict of interest. A Council Mem-
5 ber who abstains from voting in effect consents that a majority of
6 the quorum may decide the question voted upon.

7 17. Silence Constitutes Affirmative Vote. Unless a member
8 of the Council states that he is not voting, his silence shall be
9 recorded as an affirmative vote.

10 18. Tie Vote. Tie votes shall be lost motions and may be
11 reconsidered.

12 19. Changing Vote. A member may change his vote only if he
13 makes a timely request to do so immediately following the announce-
14 ment of the vote by the City Clerk and prior to the time that the
15 next item in the order of business is taken up. A Council Member
16 who publicly announces that he is abstaining from voting on a
17 particular matter shall not subsequently be allowed to withdraw
18 his abstention.

19 20. Disqualification for Conflict of Interest. Any Council
20 Member who is disqualified from voting on a particular matter by
21 reason of a conflict of interest shall publicly state or have the
22 Presiding Officer state the nature of such disqualification in
23 open meeting. Where no clearly disqualifying conflict of interest
24 appears, the matter of disqualification may, at the request of the
25 Council Member affected, be decided by the other Council Members
26 or the City Attorney. A Council Member who is disqualified by
27 reason of a conflict in interest in any matter shall not remain in
28 his seat during the debate and vote on such matter, but shall

1 request and be given the permission of the Presiding Officer to
2 step down from the Council table. A Council Member stating such
3 disqualification shall not be counted as a part of a quorum and
4 shall be considered absent for the purpose of determining the
5 outcome of any vote on such matter.

6 21. Remarks of Council Member and Synopsis of Debate. A
7 Council Member may request through the Presiding Officer the
8 privilege of having an abstract of his statement on any subject
9 under consideration by the Council entered in the minutes. If the
10 Council consents thereto, such statement shall be entered in the
11 minutes.

12 22. Protest Against Council Action. Any Council Member shall
13 have the right to have the reasons for his dissent from, or protest
14 against, any action of the Council entered in the minutes. Such
15 dissent or protest to be entered in the minutes shall be made in
16 the following manner: "I would like the minutes to show that I am
17 opposed to this action for the following reasons..."

18 23. Rules of Order. Except as otherwise provided in this
19 resolution, other rules adopted by the City Council or applicable
20 provisions of State law, the procedures of the Council shall be
21 governed, to the extent applicable, by the latest revised edition
22 of Robert's Rules of Order.

23 24. Failure to Observe Rules of Order. Rules adopted to
24 expedite the transaction of the business of the Council in an
25 orderly fashion are deemed to be procedural only and the failure
26 to strictly observe such rules shall not affect the jurisdiction
27 of the Council or invalidate any action taken at a meeting that is
28 otherwise held in conformity with law.

1 25. Ordinances, Resolutions and Contracts.

2 a) All ordinances shall be prepared by the City Attorney.
3 No ordinance shall be prepared for presentation to the Council
4 unless ordered by a majority vote of the Council, or requested by
5 the Mayor, or City Manager, or prepared by the City Attorney on
6 his own initiative.

7 b) Prior Approval by Administrative Staff. All ordinances,
8 resolutions and contract documents shall, before presentation to the
9 Council, have been approved as to form and legality by the City
10 Attorney and shall have been examined and approved for administra-
11 tion by the City Manager or his authorized representative.

12 26. Reading of Ordinances and Resolutions. At the time of
13 adoption of an ordinance or a resolution, it shall be read in full
14 unless, after the reading of the title thereof, the further reading
15 thereof is waived by unanimous consent of the Council Members
16 present. Such consent may be expressed by a statement by the
17 Presiding Officer that "if there is no objection, the further
18 reading of the ordinance or resolution shall be waived". If any
19 Council Member so requests, the ordinance or resolution shall be
20 read in full.

21 27. Addressing the Council.

22 a) Manner of Addressing Council. Each person desiring to
23 address the Council shall step up to the speaker's rostrum, state
24 his name and address for the record, state the subject he wishes to
25 discuss, state whom he is representing if he represents an organiza-
26 tion or other persons, and, unless further time is otherwise speci-
27 fically provided for in these rules or is granted by majority vote
28 of the Council, shall limit his remarks to three (3) minutes. All

1 remarks shall be addressed to the Council as a whole and not to
2 any member thereof. No question shall be asked a Council Member
3 or a member of the City staff without the permission of the Presid-
4 ing Officer.

5 b) Spokesman for Group of Persons. In order to expedite
6 matters and to avoid repetitious presentations, whenever any group
7 of persons wishes to address the Council on the same subject
8 matter, it shall be proper for the Presiding Officer to request
9 that a spokesman be chosen by the group to address the Council and,
10 in case additional information or matters are to be presented by
11 any other member of said group, to limit the number of such
12 persons addressing the Council.

13 c) After Motion. After a motion has been made or a public
14 hearing has been closed, no member of the public shall address the
15 Council from the audience on the matter under consideration with-
16 out first securing permission to do so by the City Council:

17 28. Rules of Decorum.

18 a) Council Members. While the Council is in session, the
19 members must preserve order and decorum, and a member shall neither,
20 by conversation or otherwise, delay or interrupt the proceedings
21 or the peace of the Council nor disturb any member while speaking
22 or refuse to obey the orders of the Presiding Officer.

23 b) Employees. Members of the City staff and employees
24 shall observe the same rules of order and decorum as are applicable
25 to the City Council.

26 c) Persons Addressing the Council. Any person making imper-
27 tinent, slanderous or profane remarks, or who becomes boisterous
28 while addressing the Council, shall be called to order by the

1 Presiding Officer and, if such conduct continues, may at the dis-
2 cretion of the Presiding Officer be barred from further audience
3 before the Council during that meeting, unless permission to con-
4 tinue be granted by a majority of the Council.

5 d) Members of the Audience. Any person in the audience who
6 engages in disorderly conduct such as hand clapping, stamping of
7 feet, whistling, using profane language, yelling, and similar
8 demonstrations, which conduct disturbs the peace and good order of
9 the meeting, or who refuses to comply with the lawful orders of the
10 Presiding Officer, shall be guilty of an infraction, and upon
11 instructions from the Presiding Officer, it shall be the duty of the
12 Sergeant at Arms to remove any such person from the Council Chamber
13 and to place him under arrest or otherwise cause him to be prosecuted
14 under the law.

15 29. Enforcement of Decorum. The Director of Public Safety
16 or such member or members of the Public Safety Department as he
17 may designate, shall be Sergeant at Arms of the City Council and
18 shall carry out all orders given by the Presiding Officer for the
19 purpose of maintaining order and decorum at the Council meetings.
20 Any Council Member may move to require the Presiding Officer to
21 enforce the rules, and the affirmative vote of a majority of the
22 Council shall require him to do so.

23 30. Public Hearings. The following rules shall apply to all
24 public hearings, except when proceedings are held under general
25 laws of the State of California which require different procedures.

26 a) The Mayor shall state the subject matter of the hearing
27 and declare the public hearing open. Before doing so, he may
28 determine whether or not there are proponents or opponents who wish

1 to make presentations, how many persons wish to be heard, or other
2 matters which may affect the conduct of the proceedings. He may
3 impose and announce reasonable time limits on presentations or oral
4 arguments by the public.

5 b) The City Manager or appropriate staff member shall give
6 a factual summary of the matter.

7 c) The proponents shall be heard. (Written correspondence
8 shall be summarized by the Clerk.)

9 d) The opponents shall be heard. (Written correspondence
10 shall be summarized by the Clerk.)

11 e) Each side shall be given a reasonable time for rebuttal.
12 Additional speakers must limit their remarks to providing new infor-
13 mation that was not already covered by other speakers.

14 f) Prior to the close of the public hearing, the Mayor shall
15 give those persons wishing to place their names on the record as
16 being for or against, without presenting an oral argument, an
17 opportunity to do so.

18 g) The public hearing shall be declared closed.

19 h) The Council shall discuss and determine the matter.

20 i) After the public hearing is closed, the public shall not
21 be recognized to speak except to answer any question not covered
22 in the public hearing, and provided that whenever any such answer
23 is given, the opposing side shall be given an opportunity to
24 present facts in rebuttal of the answer given.

25 31. Policy on Public Input. It is the declared policy of
26 the City Council that any member of the public wishing to be heard
27 on a matter under consideration by the City Council shall be given
28 a reasonable opportunity to do so. Prior to the vote on any issue

1 the Mayor shall determine whether or not anyone present wishes to
2 be heard. The Mayor may establish reasonable time limits for oral
3 presentations and shall limit the presentation to the matter before
4 the City Council at that time.

5 32. Absences from Council Meetings. Pursuant to Government
6 Code §36513, if a City Council Member is absent without permission
7 from all regular Council meetings for 60 days consecutively from
8 the last regular meeting he attended, his office becomes vacant and
9 shall be filled by the Council as any other vacancy. In addition,
10 should any Council Member be absent from two (2) consecutive
11 regular Council meetings, or from three (3) regular Council meetings
12 in any six-month period, without permission from (i.e., not excused
13 for good cause by) the Council, the Council may determine that the
14 best interests of the City would be served by said Council Member's
15 resignation, and may request such resignation in a letter authori-
16 zed by vote of the Council.

17 33. Automatic Adjournment. Unless otherwise adjourned, all
18 meetings of the City Council shall automatically be adjourned at
19 10:00 o'clock p.m., except that a majority may extend the automa-
20 tic adjournment to 10:30 o'clock p.m., and adjournment may be
21 further postponed only by unanimous consent to adjourn not later
22 than a specified time.

23 34. Amendment of Rules. These rules may be amended by the
24 Council by an affirmative vote of a majority of a quorum; provided
25 however, that where a provision of these rules require action by
26 a specific affirmative vote which is greater than a majority of a
27 quorum, then an amendment to that rule requires the same vote re-
28 quired for the rule proposed to be amended.

4 PASSED AND ADOPTED by the City Council of the City of Marina
5 at a regular council meeting duly held on December 2, 1980, by
6 the following vote:

7 AYES: COUNCIL MEMBERS: Davis, Bird, Laden, Takahashi and
Mayor Ouve

9 NOES: COUNCIL MEMBERS: None

11 ABSENT: COUNCIL MEMBERS: None

12
13
14


Robert T. Ouyé, Mayor

15 ATTEST:
16 
17 Douglas N. Flautt, City Clerk

RESOLUTION NO. 85-1

A RESOLUTION AMENDING RESOLUTION 80-71 ESTABLISHING RULES AND PROCEDURES FOR THE CONDUCT OF THE MEETING OF THE MARINA CITY COUNCIL

-oOo-

BE IT RESOLVED by the City Council of the City of Marina, as follows:

1. That Resolution No. 80-71 entitled "A Resolution Establishing Rules and Procedures for the Conduct of the Meetings of the Marina City Council", passed and adopted on December 2, 1980, is hereby amended as follows:

8. ORDER OF BUSINESS

The business of the Council shall be taken up for consideration and disposition in the following order:

1. Call to Order
2. Pledge of Allegiance and Invocation
3. Roll Call
4. Approval of the Minutes
5. Presentations
6. Communications from the Floor (Not on the Agenda)
7. Council and Staff Reports
8. Correspondence
9. Consent Calendar
10. Public Hearings
11. Other Agenda Items
12. Executive Session
13. Adjournment

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Marina duly held on January 8, 1985, by the following vote:

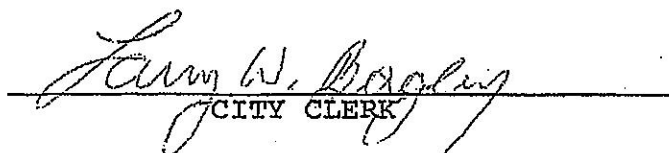
AYES, Councilmembers: Ayers, Blake, Ouye, Kosorek and Mayor Takahashi

NOES, Councilmembers: None

ABSENT, Councilmembers: None


MAYOR

ATTEST:


CITY CLERK

RESOLUTION NO. 91-09

A RESOLUTION AMENDING RESOLUTION 85-1 ESTABLISHING RULES AND
PROCEDURES FOR THE CONDUCT OF THE MEETING OF THE
MARINA CITY COUNCIL

BE IT RESOLVED by the City Council of the City of Marina, as follows:

1. That Resolution No. 85-1 entitled "A Resolution Establishing Rules and Procedures for the Conduct of the Meetings of the Marina City Council:", passed and adopted on January 8, 1985, is hereby amended as follows:

8. ORDER OF BUSINESS

The business of the Council shall be taken up for consideration and disposition in the following order:

1. Call to order
2. Roll Call & Establishment of Quorum
3. Closed Session
4. Pledge of Allegiance & Words of Inspiration/Moments of Silence
5. Communications From The Floor
6. Special Presentations
7. Consent Agenda (includes Approval of Minutes)
8. Public Hearings
9. Other Council Action Items
10. Council & Staff Informational Reports
11. Correspondence
12. Adjournment

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Marina duly held on the 5th day of February, 1991, by the following vote:

AYES, COUNCIL MEMBERS: Takali, Yates, Horning, Perrine and Mayor Johnsen

NOES, COUNCIL MEMBERS: None

ABSENT, COUNCIL MEMBERS: None


EDITH JOHNSEN, Mayor

ATTEST:


JOY F. JUNSAY, City Clerk

RESOLUTION NO. 91-17

A RESOLUTION AMENDING RESOLUTION 91-09 ESTABLISHING RULES AND
PROCEDURES FOR THE CONDUCT OF THE MEETING OF THE
MARINA CITY COUNCIL

BE IT RESOLVED by the City Council of the City of Marina, as follows:

1. That Resolution No. 91-09 entitled "A Resolution Establishing Rules and Procedures for the Conduct of the Meetings of the Marina City Council:", passed and adopted on February 5, 1991, is hereby amended as follows:

8. ORDER OF BUSINESS

The business of the Council shall be taken up for consideration and disposition in the following order:

1. Call to order
2. Roll Call & Establishment of Quorum
3. Closed Session
4. Pledge of Allegiance & Words of Inspiration/Moments of Silence
5. Special Presentations
6. Communications From The Floor
7. Public Hearings
8. Other Council Action Items
9. Consent Agenda (includes Approval of Minutes)
10. Council & Staff Informational Reports
11. Correspondence
12. Adjournment

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Marina duly held on the 19th day of March, 1991, by the following vote:

AYES, COUNCIL MEMBERS: Takali, Yates, Horning, Perrine and Mayor Johnsen

NOES, COUNCIL MEMBERS: None

ABSENT, COUNCIL MEMBERS: None


EDITH JOHNSEN, Mayor

ATTEST:


JOY P. JUNSAY, City Clerk

RESOLUTION NO. 92-30

A RESOLUTION AMENDING RESOLUTION 91-17 ESTABLISHING RULES AND
PROCEDURES FOR THE CONDUCT OF THE MEETING OF THE
MARINA CITY COUNCIL

BE IT RESOLVED by the City Council of the City of Marina, as follows:

1. That Resolution No. 91-17 entitled "A Resolution Amending Resolution 91-09 Establishing Rules and Procedures for the Conduct of the Meetings of the Marina City Council", passed and adopted on March 19, 1991, is hereby amended as follows:

8. ORDER OF BUSINESS

The business of the Council shall be taken up for consideration and disposition in the following order:

1. Call to order
2. Roll Call & Establishment of Quorum
3. Closed Session
4. Pledge of Allegiance & Words of Inspiration/Moments of Silence
5. Special Presentations
6. Communications From The Floor
7. Special Announcements
8. Public Hearings
9. Other Council Action Items
10. Consent Agenda (includes Approval of Minutes)
11. Council & Staff Informational Reports
12. Correspondence
13. Adjournment

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Marina duly held on the 3rd day of June, 1992, by the following vote:

22	AYES,	COUNCIL MEMBERS:	Takali, Yates, Horning, Perrine and Mayor Johnsen.
23	NOES,	COUNCIL MEMBERS:	None
24	ABSENT,	COUNCIL MEMBERS:	None


EDITH JOHNSON, Mayor

ATTEST:


JOY P. JUNSAY, City Clerk

RESOLUTION NO. 94-15

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
 AMENDING RESOLUTION NO. 80-71 AND 92-30
 RELATING TO THE HOURS OF REGULAR MEETINGS AND
 THE ORDER OF BUSINESS

BE IT RESOLVED by the City Council of the City of Marina, as follows:

1. That Resolution No. 80-71, Section 2, entitled "Regular Meetings" passed and adopted on December 2, 1980, is hereby amended as follows:

2. Regular Meeting The City Council shall hold regular meetings on the first and third Tuesday of each month at the hour of 6:30 p.m. in the Council Chambers of the City Hall, 211 Hillcrest Avenue in the City, or in such other place within the city limits to which said meeting may be adjourned. If by reason of fire, flood or other emergency it shall be unsafe to meet in the City Hall, the meetings may be held for the duration of the emergency at such other place as is designated by the Mayor or, if he should fail to act, by three members of the City Council. When the day for any regular meeting falls on a legal holiday, no meeting shall be held on such holiday, but a regular meeting shall be held at the same hour on the following business day.

2. That Resolution No. 92-30 amending the Order of Business passed and adopted June 3, 1992, is hereby amended as follows:

8. ORDER OF BUSINESS.

The business of the Council shall be taken up for consideration and disposition in the following order:

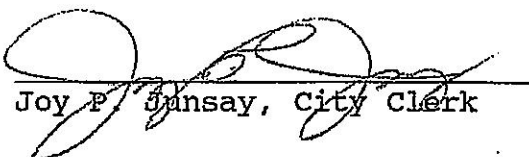
1. CALL TO ORDER 6:00 P.M.
2. ROLL CALL & ESTABLISHMENT OF QUORUM
3. CLOSED SESSION
4. OPEN REGULAR SESSION - REPORT ON ANY ACTION TAKEN IN CLOSED SESSION
5. PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE
6. SPECIAL PRESENTATIONS
7. SPECIAL ANNOUNCEMENTS
8. COMMUNICATIONS FROM THE FLOOR
9. CONSENT AGENDA
10. PUBLIC HEARINGS
11. OTHER COUNCIL ACTIONS ITEMS
12. COUNCIL & STAFF INFORMATIONAL REPORTS
13. CORRESPONDENCE
14. ADJOURNMENT

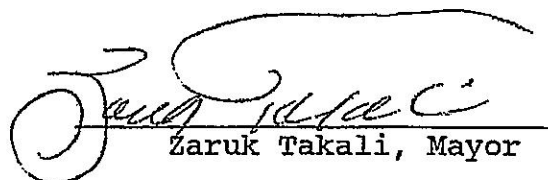
Resolution No. 94-15
April 7, 1994
Page 2

PASSED AND ADOPTED at an Adjourned Regular Meeting of the City Council of the City of Marina duly held on the 7th day of April, 1994, by the following vote:

AYES,	COUNCIL MEMBERS:	John Wilmot, Loyde Yates, Mayor Pro Tem Jim Perrine & Mayor Zaruk Takali.
NOES,	COUNCIL MEMBERS:	NONE
ABSENT,	COUNCIL MEMBERS:	NONE

ATTEST:


Joy P. Jansay, City Clerk


Zaruk Takali, Mayor

RESOLUTION NO. 98-03

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
AMENDING RESOLUTION NO. 94-15 RELATING TO THE ORDER OF BUSINESS

BE IT RESOLVED by this City Council of the City of Marina, that Resolution No. 94-15 is hereby amended to delete Section 8 in its entirety and is replaced by a new Section 8 to read as follows:

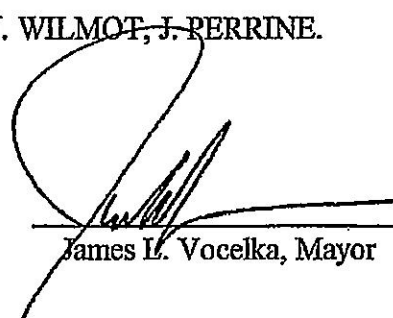
8. ORDER OF BUSINESS

The business of the Council shall be taken up for consideration and disposition in the following order:

1. CALL TO ORDER 6:00 P.M.
2. ROLL CALL & ESTABLISHMENT OF QUORUM
3. CLOSED SESSION
4. OPEN REGULAR SESSION - REPORT ON ANY ACTION TAKEN IN CLOSED SESSION
5. MOMENT OF SILENCE (Please stand) & PLEDGE OF ALLEGIANCE
6. SPECIAL PRESENTATIONS
7. SPECIAL ANNOUNCEMENTS
8. COMMUNICATIONS FROM THE FLOOR
9. CONSENT AGENDA
10. PUBLIC HEARINGS
11. OTHER COUNCIL ACTION ITEMS
12. COUNCIL & STAFF INFORMATIONAL REPORTS
13. CORRESPONDENCE
14. ADJOURNMENT

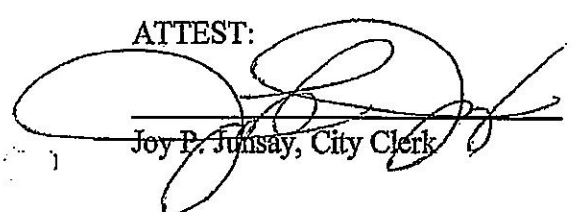
PASSED AND ADOPTED at a regular meeting of the City Council of the City of Marina duly held on the 20th day of January, 1998, by the following vote:

AYES,	COUNCIL MEMBERS:	H. GUSTAFSON, J. WILMOT, J. PERRINE.
NOES,	COUNCIL MEMBERS:	J. VOCELKA.
ABSENT,	COUNCIL MEMBERS:	NONE
ABSTAIN,	COUNCIL MEMBERS:	NONE



James L. Vocolka, Mayor

ATTEST:



Joy P. Junsay, City Clerk

RESOLUTION NO. 99-01

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
AMENDING RESOLUTION NO. 98-03 RELATING TO THE ORDER OF BUSINESS

WHEREAS, the City Council adopted Resolution No. 98-03 is hereby amended as follows:

8. ORDER OF BUSINESS

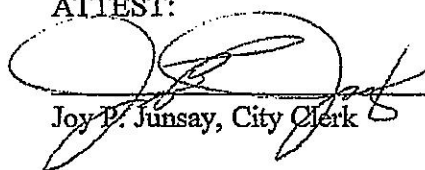
The business of the City Council shall be taken up for consideration and disposition in the following order:

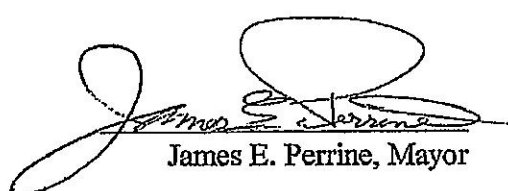
1. CALL TO ORDER ~~6:00 P.M.~~ 5:30 P.M.
2. ROLL CALL & ESTABLISHMENT OF QUORUM
3. CLOSED SESSION
4. OPEN REGULAR SESSION (6:30 P.M.) - REPORT ON ANY ACTION TAKEN IN CLOSED SESSION
5. MOMENT OF SILENCE (Please stand) & PLEDGE OF ALLEGIANCE (Please remaining standing)
6. SPECIAL PRESENTATIONS
7. SPECIAL ANNOUNCEMENTS
8. COMMUNICATIONS FROM THE FLOOW
9. CONSENT AGENDA
10. PUBLIC HEARINGS
11. OTHER COUNCIL ACTION ITEMS
12. COUNCIL & STAFF INFORMATIONAL REPORTS
13. CORRESPONDENCE
14. ADJOURNMENT

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Marina duly held on the 5th day of January, 1998, by the following vote:

AYES,	COUNCIL MEMBERS:	D. Cleary, H. Gustafson, I. Mettee-McCutchon, K. Nishi, and Mayor J. Perrine.
NOES,	COUNCIL MEMBERS:	NONE
ABSENT,	COUNCIL MEMBERS:	NONE
ABSTAIN,	COUNCIL MEMBERS:	NONE

ATTEST:


Joy P. Junsay, City Clerk


James E. Perrine, Mayor

RESOLUTION NO. 2001-106

A RESOLUTION AMENDING RESOLUTION NO. 80-71 REGARDING THE
HOURS OF REGULAR MEETINGS OF THE CITY COUNCIL

-c00-

BE IT RESOLVED by the City Council of the City of Marina,
that paragraph 2 of Resolution No. 80-71 is hereby amended to
show that City Council meetings should begin at 5:30 P.M. on the
days indicated so that said paragraph now reads as follows:

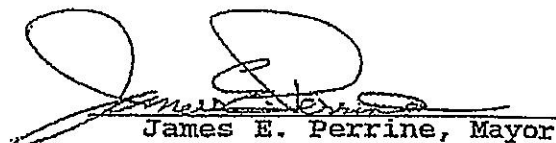
"2. Regular Meetings. The City Council shall hold
regular meetings on the first and third Tuesday of each
month at the hour of 5:30 p.m. in the Council Chambers
of City Hall, 211 Hillcrest Avenue in the City, or such
other place within the City limits to which said
meeting may be adjourned. If by reasons of fire, flood
or other emergency it shall be unsafe to meet in City
Hall, the meetings may be held for the duration of the
emergency at such other place as is designated by the
Mayor or, if he should fail to act, by three members of
the City Council. When the day for any regular meeting
falls on a legal holiday, no meeting shall be held on
such holiday, but a regular meeting shall be held at
the same hour on the following business day."

PASSED AND ADOPTED by the City Council of the City of
Marina at a regular meeting duly held on September 18, 2001, by
the following vote:

AYES: COUNCIL MEMBERS: J. Perrine, H. Gustafson, B.
Delgado, I. Mettee-McCutcheon and M. Morrison.

NOES: COUNCIL MEMBERS: None.

ABSENT: COUNCIL MEMBERS: None.



James E. Perrine, Mayor

ATTEST:



Joy P. Gunsay, City Clerk

RESOLUTION NO. 2009-41

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
REPEALING SECTION 27a OF RESOLUTION NO. 80-71 AND
APPROVING CHANGING THE THREE MINUTE LIMITATION FOR
PUBLIC COMMENTS TO FOUR (4) MINUTES

WHEREAS, on December 2, 1980, the City Council of the City of Marina adopted Resolution No. 80-71 which limits the public from addressing the City Council to three (3) minutes, and;

WHEREAS, at a regular meeting of January 20, 2009 Council member Frank O'Connell requested that the council place as a future agenda item the modifying of the three minute limitation of comments made by the public on action matters, and;

WHEREAS, on March 17, 2009, the City Council discussed and received public input.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Repeal Section 27a of Resolution No. 80-71 relative to three (3) minute time limit for public comment;
2. Approve changing three (3) minute limitation for public comment to four (4) minutes; and
3. Encourage the commissions, committees and boards to do the same and go with four (4) minutes for public comment.

PASSED AND ADOPTED by the City Council of the city of Marina at a regular meeting duly held on the 17th day of March 2009, by the following vote:

AYES, COUNCIL MEMBERS: Ford, McCall, O'Connell, Delgado

NOES, COUNCIL MEMBERS: Gray

ABSENT, COUNCIL MEMBERS:

ABSTAIN, COUNCIL MEMBERS:

ATTEST:

Bruce C. Delgado, Mayor

Dimitra M. Hubbard, Deputy City Clerk

RESOLUTION NO. 2011-32
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING
PARAGRAPH 34 OF RESOLUTION NO. 80-71 ENTITLED "AMENDMENT OF RULES"

WHEREAS, at the regular meeting of December 12, 1980, the City Council adopted Resolution No. 80-71 Establishing the Rules and Procedures for the Conduct of Meetings of the City Council ("Rules and Procedures"); and

WHEREAS, Paragraph 34 of the Rules and Procedures, entitled "Amendment of Rules," provides that the rules may be amended by an affirmative vote of a majority of a quorum; provided, however, that where a provision of the rules require action by a super-majority, then an amendment to such a rule also requires a vote by that same super-majority; and

WHEREAS, the Council has determined that on occasion the unanimous vote requirement of Paragraph 33 of the Rules and Procedures to postpone adjournment beyond 10:30 p.m. results in City Council business/matters not being concluded during the meeting, even as to matters where interested parties have waited up to four hours for consideration;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Marina, that Paragraph 34, entitled "Amendment of Rules," of the Rules and Procedures is hereby deleted in its entirety and replaced with a new paragraph 34 to read as follows (new language shown in italics):

"34. Amendment of Rules. These rules may be amended by an affirmative vote of a majority of a quorum; provided, however, that *except as to rules relating to adjournment*, where a provision of these rules requires action by a specific affirmative vote which is greater than a majority of a quorum, then amendment to that rule requires the same vote required for the rule proposed to be amended."

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on March 1, 2011, by the following vote:

AYES: COUNCIL MEMBERS: Brown, Ford, O'Connell, Delgado

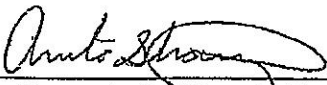
NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: Amadeo

ABSTAIN: COUNCIL MEMBERS: None


Bruce C. Delgado, Mayor

ATTEST:


Anita Sharp, Acting Deputy City Clerk

RESOLUTION NO. 2011-33
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
AMENDING PARAGRAPH 33 OF
RESOLUTION NO. 80-71 ENTITLED "AUTOMATIC ADJOURNMENT"

WHEREAS, at the regular meeting of December 12, 1980, the City Council adopted Resolution No. 80-71 Establishing the Rules and Procedures for the Conduct of Meetings of the City Council ("Rules and Procedures"); and

WHEREAS, Paragraph 33 of the Rules and Procedures, entitled "Automatic Adjournment," provides for automatic adjournment at 10:00 p.m. except that a majority may extend adjournment to 10:30p.m., and adjournment may then be further postponed by unanimous consent; and

WHEREAS, the Council has determined that on occasion the unanimous vote requirement of Paragraph 33 of the Rules and Procedures to postpone adjournment beyond 10:30 p.m. results in City Council business/matters not being concluded during the meeting, even as to matters where interested parties have waited up to four hours for consideration;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Marina, that Paragraph 33 of the Rules and Procedures, entitled "Automatic Adjournment," of the Rules and Procedures is hereby deleted in its entirety and replaced with a new paragraph 34 to read as follows:

"33. Automatic Adjournment. Unless otherwise adjourned, all meetings of the City Council shall automatically be adjourned at 10:00 o'clock p.m., except that a majority may by one or more motions act to extend the automatic adjournment to not later than a specified time, or for completion of a particular item or items, as specified in the motion to extend the time of adjournment."

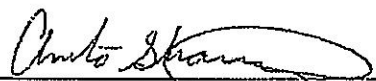
PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on March 1, 2011, by the following vote:

AYES: COUNCIL MEMBERS: Brown, Ford, O'Connell, Delgado
NOES: COUNCIL MEMBERS: None
ABSENT: COUNCIL MEMBERS: Amadeo
ABSTAIN: COUNCIL MEMBERS: None



Bruce C. Delgado, Mayor

ATTEST:


Anita Sharp, Acting Deputy City Clerk

RESOLUTION NO. 2011-65

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING RESOLUTION NO. 80-71, PARAGRAPH 7 (a) TO MODIFY THE TIME AT WHICH CORRESPONDENCE BECOMES A PUBLIC RECORD AND PARAGRAPH 8 TO COMBINE SPECIAL ANNOUNCEMENTS AND COMMUNICATIONS FROM THE FLOOR, ELIMINATE "CORRESPONDENCE" FROM THE ORDER OF BUSINESS AND THE AGENDA AND ALLOW THE MAYOR, SUBJECT TO MAJORITY VOTE OVERRULING HIM/HER, TO RE-ARRANGE AGENDA ITEMS

WHEREAS, at the regular meeting of December 12, 1980, the City Council adopted Resolution No. 80-71 Establishing the Rules and Procedures for the Conduct of Meetings of the City Council ("Rules and Procedures"); and

WHEREAS, at the regular meeting of April 5, 2011, the City Council considered three actions to further streamline City Council meetings; and,

WHEREAS, after discussion, the City Council approved and directed staff to place on a future agenda a resolution to make the following changes to the Rules and Procedures:

- a) That correspondence addressed to the City council which is received by the City Clerk or any other officer or employee of the city becomes a public record as soon as it is received; and,
- b) Eliminate "correspondence" from the agenda; and
- c) Combine special announcements and communications from the floor; and,
- d) Allow the Mayor, subject to majority vote overruling him/her, to re-arrange agenda; and,

WHEREAS, Paragraph 7 (a) of the Rules and Procedures, entitled "Availability to the Public," establishes the time at which correspondence addressed to the City Council is a public record; and,

WHEREAS, Paragraph 8 of the Rules and Procedures, entitled "Order of Business and Consideration and Sequence of Agenda Items," establishes the order of taking up business during Council meetings, thereby establishing the agenda, and a prohibition as to changing the Order of Business;

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

1. That Paragraph 7 (a) of the Rules and Procedures, entitled "Availability to the Public," is hereby deleted in its entirety and replaced with a new Paragraph so that the paragraph now reads as follows (*new language shown in italics*):

Resolution No. 2011-65

Page 2

"a) Availability to the Public. Correspondence addressed to the City Council which is received by the City Clerk or any other officer or employee of the City *becomes a disclosable public record, unless subject to an exemptions under the California Public Records Act, as soon as it is received.* Correspondence received in the City Clerk's office or other offices after 12:00 o'clock noon on the Wednesday preceding a regular meeting shall not be placed on the agenda unless it concerns a matter to be considered by the Council at the next regular meeting or is determined by the Mayor or the City Manager to be an urgent matter which should be brought to the immediate attention of the Council. Correspondence shall not be read aloud at a Council meeting unless requested by a majority vote of the Council."

2. That Paragraph 8 of the Rules and Procedures, as previously amended, entitled "Order of Business and Consideration of Agenda Items," is hereby deleted in its entirety and replaced with a new Paragraph so that the Paragraph now reads as follows (*changes shown in italics*):

"8. Order of Business and Consideration and Sequence of Agenda Items.

a) The business of the City Council shall be taken up for consideration and disposition in the following order (Resolution No. 99-01):

1. Call to Order 5:30 p.m. (if there is to be a Closed Session)
2. Roll Call and Establishment of Quorum
3. Closed Session (if any)
4. Open Regular Session (6:30 p.m.) – Report Any Action taken in Closed Session
5. Moment of Silence & Pledge of Allegiance
6. Special Presentations
7. Special Announcements and *Communications from the Floor –4 Minutes Each Person pursuant to Paragraph 27 a)*
8. Consent Agenda
9. Public Hearings
10. Other Council Action Items
11. Council & Staff Informational Reports
12. Adjournment

b) *The Mayor, at his/her discretion and subject to majority vote overruling him/her, may re-arrange agenda items, provided that any items 'pulled' from Item 8, 'Consent Agenda' shall be considered following the last item of Item 10, 'Other Council Action Items'.*

Resolution No. 2011-65

Page 3

c) The following shall be the procedure for consideration and sequence of each Agenda Item, including Public Hearings:

1. Mayor Introduces the Agenda Item
2. City Manager/Executive Director (or designee/Council Member) Presents Staff Report
3. Applicant/proponent, when appropriate, up to 10 minutes (at Presiding Officer's discretion)
4. City Council Clarifying Questions of Staff and Applicant/Proponent
5. Brief Council Comments and Motion
6. Public Comments – 4 Minutes Each Person *pursuant to Paragraph 27 a)*
7. Mayor Closes Public Hearing/Public Comments
8. Council Discussion
9. Council Vote"

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on April 19, 2011, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Brown, Ford, O'Connell, Delgado

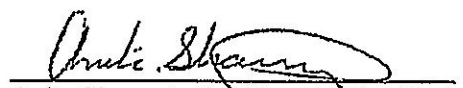
NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None


Bruce C. Delgado, Mayor

ATTEST:


Anita Sharp, Acting Deputy City Clerk

Resolution No. 2011-65

Page 3

c) The following shall be the procedure for consideration and sequence of each Agenda Item, including Public Hearings:

1. Mayor Introduces the Agenda Item
2. City Manager/Executive Director (or designee/Council Member) Presents Staff Report
3. Applicant/proponent, when appropriate, up to 10 minutes (at Presiding Officer's discretion)
4. City Council Clarifying Questions of Staff and Applicant/Proponent
5. Brief Council Comments and Motion
6. Public Comments – 4 Minutes Each Person *pursuant to Paragraph 27 a)*
7. Mayor Closes Public Hearing/Public Comments
8. Council Discussion
9. Council Vote"

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on April 19, 2011, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Brown, Ford, O'Connell, Delgado

NOES: COUNCIL MEMBERS: None

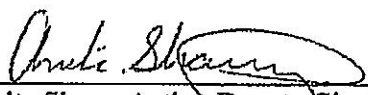
ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None



Bruce C. Delgado, Mayor

ATTEST:



Anita Sharp, Acting Deputy City Clerk

RESOLUTION NO. 2019- 107

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
AMENDING RESOLUTION NO. 80-71, PARAGRAPHS 2 AND 8 a), TO MODIFY
THE HOUR AT WHICH THE CITY COUNCIL WILL CONVENE IN CLOSED
SEESION AT A REGULAR MEETING

WHEREAS, at the regular meeting of December 12, 1980, the City Council adopted Resolution No. 80-71 Establishing the Rules and Procedures for the Conduct of Meetings of the Marina City Council ("Rules and Procedures"); and

WHEREAS, at the regular meetings of April 7, 1994 (Reso. 94-15), January 5, 1998 (Reso. 99-01), October 18, 2001 (Reso. 01-106), and April 19, 2011 (Reso. 2011-65), the City Council considered actions to further set the hours for convening City Council meetings in closed session and in open session; and

WHEREAS, Paragraphs 2 and 8.a) as amended of the Rules and Procedures, entitled "Regular Meetings" and "Order of Business and Consideration and Sequence of Agenda Items," establish the hour and the order of taking up business during Council meetings, thereby establishing the agenda, and preclude arbitrarily setting the times the Council may convene in closed and open session; and

WHEREAS, after discussion and soliciting comments from the public the Council has determined that if there is to be a closed session on an Agenda for a regular meeting, the Council should convene at the hour of 5:00 p.m.; and

WHEREAS, Paragraph 34 of the Rules and Procedures entitled "Amendment of Rules" provides that the rules may be amended by an affirmative vote of a majority of a quorum; providing, however, that when a provision of the rules require action by a super-majority, then an amendment to such a rule also requires a vote by that same super-majority; and

WHEREAS, Paragraphs 2 includes a provision requiring the vote of three members of the City Council in the event of an emergency, and in the absence of action by the Mayor, to meet as such other place than City Hall as shall be designated, and therefore passage of this Resolution shall require the affirmative vote of not less than three members of the City Council.

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

1. That Paragraph 2 of the Resolution 80-71 Establishing Rules and Procedures for the Conduct of the Meetings of the Marina City Council, as previously amended by Resolution 2001-106, entitled "Regular Meetings" is hereby deleted in its entirety and replaced with a new Paragraph 2 so that the Paragraph now reads as follows (*changes shown in italics*):

"2. Regular Meetings. The City Council shall hold regular meetings on the first and third Tuesday of each month *convening at the hour of 5:00 p.m. if there is to be a closed session and convening in open session at the hour of 6:30 p.m.* in the Council Chambers of City Hall, 211 Hillcrest Avenue in the City, or such other place within the City limits to which said meeting may be adjourned, If by reason of fire, flood or other emergency it shall be unsafe to meet in City Hall, the meetings may be held for the duration of the emergency at such other place *and at such hour* as is designated by the Mayor or, if he should fail to act, by three members of the City Council. When the day for any regular meeting falls on a legal holiday, no meeting shall be held on such holiday, but a regular meeting shall be held at the same hour on the following business day."

Resolution No. 2019-107

Page Two

2. That Paragraph 8.a) of Resolution 80-71 Establishing Rules and Procedures for the Conduct of the Meetings of the Marina City Council, as previously amended by Resolutions 94-15, 99-01 and 2011-65, entitled "Order of Business and Consideration and Sequence of Agenda Items," is hereby deleted in its entirety and replaced with a new Paragraph 8.a) so that the Paragraph now reads as follows (*changes shown in italics*):

"8. Order of Business and Consideration and Sequence of Agenda Items.

a) The business of the City Council shall be taken up for consideration and disposition in the following order (Resolution Nos. 94-15, 99-01, 2011-65 and 2019 - ____):

1. Call to Order 5:00 p.m. (if there is to be a Closed Session)
2. Roll Call and Establishment of Quorum
3. Closed Session (if any)
4. Open Regular Session (6:30 p.m.) – Report Any Action taken in Closed Session
5. Moment of Silence & Pledge of Allegiance
6. Special Presentations
7. Special Announcements and Communications from the Floor – 4 Minutes Each Person pursuant to Paragraph 27 a)
8. Consent Agenda
9. Public Hearings
10. Other Council Action Items
11. Council & Staff Informational Reports
12. Adjournment"

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 15th Day of October 2019, by the following vote:

AYES: COUNCIL MEMBERS: Berkley, Urrutia, O'Connell, Morton, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ATTEST:

Bruce C. Delgado, Mayor

Anita Sharp, Deputy City Clerk



AGENDA

DATE

5:00 P.M. Closed Session

6:30 P.M. Open Session

REGULAR MEETING

**CITY COUNCIL, AIRPORT COMMISSION,
MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE
COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER
MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER
SUSTAINABILITY AGENCY**

Council Chambers
211 Hillcrest Avenue
Marina, California

Zoom Meeting URL: <https://zoom.us/j/730251556>

Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

In accordance with California Government Code §54953(e)(1)(A) and (C) and the Proclamation of a State of Emergency issued by Governor Newsom on March 4, 2020, under the provisions of Government Code §8625 related to the COVID-19 (coronavirus) pandemic, consistent with recommendations by State and local health officials regarding social distancing and in order to prevent an imminent risk to the health and safety of attendees as determined in Resolution 2022-78, public participation in City of Marina City Council public meetings shall be electronic only and without a physical location for public participation until the earlier of May 31, 2022, or such time as the City Council may adopt a resolution in accordance with Government Code §54953(e)(3). This meeting is being broadcast “live” on Access Media Productions (AMP) Community Television Cable 25 and on the City of Marina Channel and on the internet at <https://accessmediaproductions.org/>

PARTICIPATION

You may participate in the City Council meeting in real-time by calling Zoom Meeting via the weblink and phone number provided at the top of this agenda. Instructions on how to access, view and participate in remote meetings are provided by visiting the City’s home page at <https://cityofmarina.org/>. Attendees can make oral comments during the meeting by using the “Raise Your Hand” feature in the webinar or by pressing *9 on your telephone keypad if joining by phone only. If you are unable to participate in real-time, you may email to marina@cityofmarina.org with the subject line “Public Comment Item#___” (insert the item number relevant to your comment) or “Public Comment – Non Agenda Item.” Comments will be reviewed and distributed before the meeting if received by 5:00 p.m. on the day of the meeting. All comments received will become part of the record. Council will have the option to modify their action on items based on comments received.

AGENDA MATERIALS

Agenda materials, staff reports and background information related to regular agenda items are available on the City of Marina’s website www.cityofmarina.org. Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet will be made available on the City of Marina website www.cityofmarina.org subject to City staff’s ability to post the documents before the meeting

VISION STATEMENT

Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. **(Resolution No. 2006-112 - May 2, 2006)**

MISSION STATEMENT

The City Council will provide the leadership in protecting Marina's natural setting while developing the City in a way that provides a balance of housing, jobs and business opportunities that will result in a community characterized by a desirable quality of life, including recreation and cultural opportunities, a safe environment and an economic viability that supports a high level of municipal services and infrastructure. **(Resolution No. 2006-112 - May 2, 2006)**

1. CALL TO ORDER



2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

Cristina Medina Dirksen, David Burnett, Lisa Berkley, Mayor Pro-Tem/Vice Chair Kathy Biala, Mayor/Chair Bruce C. Delgado

3. PUBLIC COMMENT:

4. CLOSED SESSION: ~~As permitted by Government Code Section 54956 et seq., the (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency) may adjourn to a Closed or Executive Session to consider specific matters dealing with litigation, certain personnel matters, property negotiations or to confer with the City's Meyers Miliars-Brown Act representative.~~

- a. Conference with Legal Counsel, Item #1

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

5. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)

6. SPECIAL PRESENTATIONS:

- a. Presentation #1

7. SPECIAL COUNCIL AND STAFF ANNOUNCEMENTS AND

8. COMMUNICATIONS FROM THE FLOORPUBLIC COMMENT: ~~Any member of the Public or the City Council may make an announcement of special events or meetings of interest as information to Council and Public. Any member of the public may comment on any matter within the City Council's jurisdiction which that is not on the agenda. Please state your name for the record. Action will not be taken on an items that is not on the agenda. If it requires action, it will be referred to staff and/or placed on a future agenda. City Council members or City staff may briefly respond to statements made or questions posed as permitted by Government Code Section 54954.2. In order that all interested parties have an opportunity to speak, please limit comments to a~~ Comments are limited to a maximum of four three (43) minutes. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council. Whenever possible, written correspondence

should be submitted to the Council in advance of the meeting, to provide adequate time for its consideration.

9. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine and non-controversial. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or ~~the~~ City Council may ~~ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that item will be removed from the Consent Agenda for Successor Agency to the former Marina Redevelopment Agency~~ remove an item from the Consent Agenda for individual consideration. If an item is pulled for discussion, it ~~and will be~~ placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.
10. CONSENT AGENDA: ~~Background information has been provided to the City Council, Airport Commission, Marina Abrams B Non Profit Corporation, and Redevelopment Agency on all matters listed under the Consent Agenda, and these~~ These items are considered to be routine and non-controversial. All items under the Consent Agenda ~~are normally~~ may be approved by one motion. Any member of Council or the public may remove an item from the Consent Agenda for individual consideration. Prior to such a motion being made, any member of the public or the City Council may ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that an item is pulled for discussion, it will be ~~removed from the Consent Agenda and~~ placed at the end of Other Action Items.
 - a. ACCOUNTS PAYABLE:
 - (1) Accounts Payable Check Numbers XXX– _____, totaling \$
 - b. MINUTES:
 - (1) DATE, Regular City Council Meeting
 - c. CLAIMS AGAINST THE CITY: None
 - d. AWARD OF BID: None
 - e. CALL FOR BIDS: None
 - f. ADOPTION OF RESOLUTIONS:
 - (1) City Council consider adopting Resolution No. 2022-, regarding . . .
 - g. APPROVAL OF AGREEMENTS:
 - (1) City Council consider adopting Resolution No. 2022-, approving . . .
 - h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None
 - i. MAPS:
 - j. REPORTS: (RECEIVE AND FILE): None
 - k. FUNDING & BUDGET MATTERS: None
 - l. APPROVE ORDINANCES (WAIVE SECOND READING):
 - (1) City Council consider adopting Ordinance No. 2022-, approving . . .
 - m. APPROVE APPOINTMENTS: None
11. PUBLIC HEARINGS: For public hearings involving a quasi-judicial determination by the Council, in the Council's discretion, the applicant/proponent of an item may be given up to ten (10) minutes to

speaking. All other persons may be given up to three (3) minutes to speak. In public hearings not involving a quasi-judicial determination by the Council, all persons may be given up to three (3) minutes to speak on the matter.

- a. City Council open a public hearing and consider adopting Resolution No, 2022-, approving . . .

12. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. ~~The public is invited to approach the podium to provide up to four~~ Members of the public may be given up to three (3) minutes of public comment to speak.

13. OTHER ACTION ITEMS: Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. ~~The public is invited to approach the podium to provide up to four (4) minutes of public comment.~~ Members of the public may be given up to three (3) minutes to speak.

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

- a. City Council consider . . .

14. COUNCIL & STAFF INFORMATIONAL REPORTS:

- a. Monterey County Mayor's Association [Mayor Bruce Delgado]
- b. ~~AB1234 Reports Council and staff opportunity to ask a question for clarification or make a brief report on his or her own activities as permitted by Government Code Section 54954.2.~~

15. ADJOURNMENT:

CERTIFICATION

I, Anita Sharp, Deputy City Clerk, of the City of Marina, do hereby certify that a copy of the foregoing agenda was posted at City Hall and Council Chambers Bulletin Board at 211 Hillcrest Avenue, Monterey County Library Marina Branch at 190 Seaside Circle, City Bulletin Board at the corner of Reservation Road and Del Monte Boulevard on or before 6:30 p.m., Friday, July 15, 2022.

ANITA SHARP, DEPUTY CITY CLERK

City Council, Airport Commission and Redevelopment Agency meetings are recorded on tape and available for public review and listening at the Office of the City Clerk and kept for a period of 90 days after the formal approval of MINUTES.

City Council meetings may be viewed live on the meeting night and at 12:30 p.m. and 3:00 p.m. on Cable Channel 25 on the Sunday following the Regular City Council meeting date. In addition, Council meetings can be viewed at 6:30 p.m. every Monday, Tuesday and Wednesday. For more information about viewing the Council Meetings on Channel 25, you may contact Access Monterey Peninsula directly at 831-333-1267.

Agenda items and staff reports are public record and are available for public review on the City's website (www.ci.yotofmarina.org), at the Monterey County Marina Library Branch at 190 Seaside Circle and at the Office of the City Clerk at 211 Hillcrest Avenue, Marina between the hours of 10:00 a.m. 5:00 p.m., on the Monday preceding the meeting.

Supplemental materials received after the close of the final agenda and through noon on the day of the scheduled meeting will be available for public review at the City Clerk's Office during regular office hours and in a 'Supplemental Binder' at the meeting.

Members of the public may receive the City Council, Airport Commission and Successor Agency of the Former Redevelopment Agency Agenda at a cost of \$55 per year or by providing a self-addressed, stamped envelope to the City Clerk. The Agenda is also available at no cost via email by notifying the City Clerk at marina@cityofmarina.org

*ALL MEETINGS ARE OPEN TO THE PUBLIC. THE CITY OF MARINA DOES NOT DISCRIMINATE AGAINST PERSONS WITH DISABILITIES. Council Chambers are wheelchair accessible. ~~M~~meetings are broadcast on cable channel 25 and recordings of meetings can be provided upon request. ~~T~~to request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please call (831) 884-1278 or e-mail: marina@cityofmarina.org. ~~R~~requests must be made at least **48 hours** in advance of the meeting.*