



AGENDA

Tuesday, June 6, 2017

5:30 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 AND SUCCESSOR AGENCY OF THE
FORMER MARINA REDEVELOPMENT AGENCY**

Council Chambers
211 Hillcrest Avenue
Marina, California

TELECONFERENCE LOCATIONS: ¹

Wailea Elua Village
34 Wailea Gateway Place
Wailea, HI 96753

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, and Successor Agency of the Former Redevelopment Agency Members)

Nancy Amadeo, Gail Morton, Frank O'Connell, Mayor Pro-Tem/Vice Chair, David W. Brown, 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, and Redevelopment Agency Members) 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.*

¹ Note: Pursuant to Government Code Section 54953(b), this meeting will include teleconference participation by Council Member Gail Morton from the address above. This Notice and Agenda will be posted at the teleconference location.

- a. Conference with Legal Counsel - Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Govt. Code Section 54956.9 – one potential case
- b. Conference with Legal Counsel – Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9 – one potential case

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:**
 - a. **Recreation Announcements**
- 6. **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.*
- 7. **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 81894-82045, totaling \$542,023.22
Wire transfers from Checking and Payroll for April 2017 totaling \$378,206.02
 - b. **MINUTES:**
 - (1) May 16, 2017, 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. 2017-, authorizing staff to submit a grant application to the California Coastal Commission and authorize the City manager to execute the applications, contracts, agreements, and amendments necessary to implement the grant application package.
 - (2) City Council consider adopting Resolution No. 2017-, supporting the City of Marina's participation in the Institute for Local Government's Beacon Program, an ongoing achievement recognition program that awards participating agencies for accomplishments as they work to achieve long term greenhouse gas reductions, energy savings, and sustainability goals.

g. APPROVAL OF AGREEMENTS:

- (1) City Council consider adopting Resolution No. 2017-, approving an agreement between Rincon Consultants, Inc. and the City of Marina for planning consulting services related to the Tate/Hasan/Righello General Plan Amendment and rezoning requests for properties located at 428-432 Reservation Road, and; authorizing the City Manager to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.
- (2) City Council consider adopting Resolution No. 2017-, approving Facilities Memorandum Of Understanding between City of Marina and Monterey Peninsula Unified School District.
- (3) City Council consider adopting Resolution No. 2017-, approving designating Granville Homes and/or Valley Coastal Development, LLC as a Pre-Approved Homebuilder pursuant to the Marina Heights Option Agreement.
- (4) City Council consider adopting Resolution No. 2017-, amending the rate adjustment calculation of the franchise agreement with Green Waste Recovery utilizing a sector specific uniform percentage adjustment and approving maximum rates to be charged by Green Waste Recovery effective July 1, 2017 for collection of franchised solid waste, recycling, and organics.
- (5) City Council consider adopting Resolution No. 2017-, authorizing the City Manager to execute a contract with KP Public Affairs for public relations and advocacy services; authorizing Finance Director to make appropriate accounting and budgetary entries.

h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None

i. MAPS: None

j. REPORTS: (RECEIVE AND FILE):

k. FUNDING & BUDGET MATTERS: None

l. APPROVE ORDINANCES (WAIVE SECOND READING): None

m. APPROVE APPOINTMENTS: None

9. PUBLIC HEARINGS:

- a. City Council consider adopting Resolution No. 2017-, finding the current operation of the CEMEX Mine meets the elements required for a public nuisance due to its erosive effects on the southern Monterey Bay Coast and finding that the CEMEX Mine to be in violation of Sections 17.41.260 and 17.25.030 of the Municipal Code.

10. 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*

11. 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.*
12. 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).

13. 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.
14. 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, June 2, 2017.

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.marina.ca.us), 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@ci.marina.ca.us.

*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@ci.marina.ca.us. requests must be made at least **48 hours** in advance of the meeting.*

Upcoming 2017 Meetings of the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Community Nonprofit Corporation and Successor Agency of the Former Redevelopment Agency
Regular Meetings: 5:30 p.m. Closed Session;
6:30 p.m. Regular Open Sessions

Tuesday, June 20, 2017	**Wednesday, September 6, 2017 Tuesday, September 19, 2017
** Wednesday, July 5, 2017 Tuesday, July 18, 2017	Tuesday, October 3, 2017 Tuesday, October 17, 2017
*** Wednesday, August 2, 2017 Tuesday, August 15, 2017	Tuesday, November 7, 2017 Tuesday, November 21, 2017
	Tuesday, December 5, 2017 Tuesday, December 19, 2017

**** Regular Meeting rescheduled due to Monday Holiday**

***** Regular Meeting rescheduled due to National Night Out Event**

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

Special City Council Meetings

Tuesday, June 13, 2017 at 6:30 PM
Tuesday, June 27, 2017 at 6:30 PM (if needed)

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

Independence Day (City Offices Closed) -----Tuesday, July 4, 2017
Labor Day -----Monday, September 4, 2017
Veterans Day -----Friday, November 10, 2017
Thanksgiving Day -----Thursday, November 23, 2017
Thanksgiving Break -----Friday, November 24, 2017
Winter Break -----Friday, December 22, 2017 –Monday, January 1, 2018

2017 COMMISSION DATES

Upcoming 2017 Meetings of Design Review Board
3rd Wednesday of every month. Meetings are held at the Council Chambers at 6:30 P.M.
 ** = Change in location due to conflict with Council meeting

June 21, 2017
 July 19, 2017

August 16, 2017
 September 20, 2017

October 18, 2017
 November 15, 2017
 December 20, 2017

Upcoming 2017 Meetings of Economic Development Commission
1st Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

July 6, 2017

August 3, 2017
 September 7, 2017

October 5, 2017
 November 2, 2017
 December 7, 2017

Upcoming 2017 Meetings of Planning Commission
2nd and 4th Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

June 8, 2017
 June 22, 2017
 July 13, 2017
 July 27, 2017
 August 10, 2017

August 24, 2017
 September 14, 2017
 September 28, 2017
 October 12, 2017

October 26, 2017
 November 9, 2017
 November 23, 2017 (Cancelled)
 December 14, 2017
 December 28, 2017 (Cancelled)

Upcoming 2017 Meetings of Public Works Commission
3rd Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

June 15, 2102

July 20, 2017
 August 17, 2017
 September 21, 2017

October 19, 2017
 November 16, 2017
 December 21, 2017

Upcoming 2017 Meetings of Recreation & Cultural Services Commission
1st Wednesday of every quarter month. Meetings are held at the Council Chambers at 6:30 P.M.

June 7, 2017

September 6, 2017

December 6, 2017

Upcoming 2017 Meetings of Marina Tree Committee
2nd Wednesday of every quarter month. Meetings are held at the Council Chambers at 6:30 P.M.

July 12, 2017

October 11, 2017

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AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA
Batch Date: 05/19/2017

Agenda Item: 8a
City Council Meeting of
June 6, 2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 024 - Accounts Payable ZBA					
Check	05/19/2017	81894 Accounts Payable	Advantage Gear		773.13
	Invoice	Date	Description		Amount
	119115	05/06/2017	Uniform for new RFF Bredeson		222.20
	119112	05/06/2017	Uniform for Sweeney, Lundgren, Alamares		550.93
Check	05/19/2017	81895 Accounts Payable	American Supply Co.		633.69
	Invoice	Date	Description		Amount
	2765851	05/03/2017	Misc Cleaning Supply		633.69
Check	05/19/2017	81896 Accounts Payable	Aramark Uniform Service		211.50
	Invoice	Date	Description		Amount
	757985887	05/08/2017	Uniform Service - Public Works Crew		48.00
	757985888	05/08/2017	Uniform Service - Public Works Crew		75.66
	757985889	05/08/2017	Uniform Service - Public Works Crew		43.44
	757985886	05/08/2017	Uniform Service - Public Works Crew		44.40
Check	05/19/2017	81897 Accounts Payable	Big Creek Lumber		8,873.04
	Invoice	Date	Description		Amount
	732354	04/07/2017	Trex Universal deck clip - Airport Restaurant Project		301.87
	731618	04/05/2017	Airport Restaurant Project		1,366.49
	731619	04/05/2017	Materials - Airport Restaurant Project		114.67
	731620	04/05/2017	Materials - Airport Restaurant Project		7,033.77
	734438	04/11/2017	Materials - Airport Restaurant Project		162.33
	738513	04/19/2017	Materials - Airport Restaurant Project		117.43
	04-19-17CRN	04/19/2017	Credit Memo - Materials - Airport Restaurant Project		(223.52)
Check	05/19/2017	81898 Accounts Payable	Branch's Janitorial		4,294.47
	Invoice	Date	Description		Amount
	226176	04/22/2017	April Janitorial Services		2,059.47
	226175	04/22/2017	Janitorial Service/April 2017		2,235.00
Check	05/19/2017	81899 Accounts Payable	Burton's Fire, Inc.		27.95
	Invoice	Date	Description		Amount
	S 36410	03/29/2017	Reed Switch		27.95
Check	05/19/2017	81900 Accounts Payable	C & J Collision Parts		38.24

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Pages: 1 of 11

5/18/2017 10:48:58 AM

Agenda Item: 8a 1

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AP Check Register 05-19-17

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Batch Date: 05/19/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	Invoice		Date	Description	Amount
	IS62269		05/03/2017	Veh - Maint & Repair - Unit 597	38.24
	05/19/2017	81901 Accounts Payable	California Department of Forestry and Fire Pr.		2,057.58
Check	Invoice		Date	Description	Amount
	142745		05/02/2017	Gabilan Conservation Camp - 9 crew	2,057.58
	05/19/2017	81902 Accounts Payable	California Department of Justice		64.00
Check	Invoice		Date	Description	Amount
	229991		05/03/2017	Live Scan Results April 2017	64.00
	05/19/2017	81903 Accounts Payable	California Towing Inc.		60.00
Check	Invoice		Date	Description	Amount
	175271		04/25/2017	Towing Service	60.00
	05/19/2017	81904 Accounts Payable	Carmel Fire Protection Associates		600.00
Check	Invoice		Date	Description	Amount
	117186		05/06/2017	Plan check - 13D Letter for Cottages @ Sea Haven, Lot 556	200.00
	117187		05/06/2017	Plan check - 13D Letter for Cottages @ Sea Haven, Lot 557	200.00
	117188		05/06/2017	Plan check - 13D Letter for Cottages @ Sea Haven, Lot 728	200.00
	05/19/2017	81905 Accounts Payable	City Of Marina Petty Cash		1,736.00
	Invoice		Date	Description	Amount
Check	05-08-17		05/08/2017	Petty Cash	1,736.00
	05/19/2017	81906 Accounts Payable	Consuelo Amancio		250.00
	Invoice		Date	Description	Amount
Check	05-07-17 vd		05/07/2017	Rental Refunds	250.00
	05/19/2017	81907 Accounts Payable	Richard Cox		665.95
	Invoice		Date	Description	Amount
Check	05-01-17		05/01/2017	Tuition Reimbursement/R.Cox 5/1/17	665.95
	05/19/2017	81908 Accounts Payable	El Rancho Market		231.45
	Invoice		Date	Description	Amount
	660022		05/05/2017	food for youth Cinco de Mayo party	169.20

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Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	643810	05/05/2017	fod for Teen Cinco de Mayo party		62.25
Check	05/19/2017	81909 Accounts Payable	Emergency Vehicle Specialists		656.44
	Invoice	Date	Description		Amount
	7050	05/11/2017	Unit 899 Idle removal		150.00
	7063	05/12/2017	Unit 896 - idle removal		150.00
	7059	05/12/2017	862 Removed radio & emergency equipment		356.44
Check	05/19/2017	81910 Accounts Payable	Employment Development Department		9,896.00
	Invoice	Date	Description		Amount
	L0838150432	05/02/2017	Employment Development Department (1st Quarter 2017)		9,896.00
Check	05/19/2017	81911 Accounts Payable	Failsafe Testing		704.00
	Invoice	Date	Description		Amount
	9028	05/09/2017	Ladder Testing and Admin Fee		704.00
Check	05/19/2017	81912 Accounts Payable	First Alarm		320.00
	Invoice	Date	Description		Amount
	313689	05/09/2017	Service Call & Labor/Public SafetyBuilding 5/9/17		320.00
Check	05/19/2017	81913 Accounts Payable	Fort Ord Reuse Authority		7,215.20
	Invoice	Date	Description		Amount
	Feb 2017	05/11/2017	Las Animas 50% Shared Rent		2,193.78
	Apr 2017	05/11/2017	Las Animas 50% Shared Rent		2,504.28
	May 2017	05/11/2017	Las Animas 50% Shared Rent		2,517.14
Check	05/19/2017	81914 Accounts Payable	George T. Powell		950.00
	Invoice	Date	Description		Amount
	05012017	05/01/2017	Parking Rental-Police/Fire May 2017		950.00
Check	05/19/2017	81915 Accounts Payable	Gloria Hurtado		250.00
	Invoice	Date	Description		Amount
	05-13-17 vd	05/13/2017	Rental Refunds		250.00
Check	05/19/2017	81916 Accounts Payable	Gold Coast Armory		4,303.77
	Invoice	Date	Description		Amount
	#GCA082748/2017	03/09/2017	PMC - .223 Remington, 55 Grain Boat ammo		2,678.00

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Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
		#GCA084096/2017	03/13/2017	Rifle rounds	1,625.77
Check	05/19/2017	81917 Accounts Payable	Integrity Printing		799.48
	Invoice	Date	Description		Amount
		35809	05/11/2017	summer brochures	799.48
Check	05/19/2017	81918 Accounts Payable	Jennifer Cedillo		260.00
	Invoice	Date	Description		Amount
		06-10-17 vd	05/15/2017	Rental Refunds	260.00
Check	05/19/2017	81919 Accounts Payable	Kelly-Moore Paint Co.,Inc		2,439.43
	Invoice	Date	Description		Amount
		802-00000583221	04/27/2017	Street Materials & Supply	2,858.69
		04-30-17 Stmt	04/30/2017	Credit Memo	(419.26)
Check	05/19/2017	81920 Accounts Payable	Marina Coast Water District		2,392.62
	Invoice	Date	Description		Amount
		014874000 042817	04/28/2017	014874 000 - 289 12th St. Police Sub Sta (04/01/17 - 04/28/17)	121.44
		000056036 042817	04/28/2017	000056 036 - Center Median 2nd Ave (04/01/17 - 04/28/17)	135.66
		000056037 042817	04/28/2017	000056 037 - 2nd Avenue Irrigation (04/01/17 - 04/28/17)	135.66
		000056027 041417	04/14/2017	000056 027 - Center Median & ROW Calif Ave (03/18/17 - 04/14/17)	53.64
		000056026 041417	04/14/2017	000056 026 - ROW Barrett Lane (03/18/17 - 04/14/17)	24.14
		000057000 042817	04/28/2017	000057 000 - 3220 Imjin Road (04/01/17 - 04/28/17)	137.58
		000056041 042817	04/28/2017	000056 041 - 3260 Imjin Rd, Fire Station 2 (04/01/17 - 04/28/17)	231.03
		000056043 042817	04/28/2017	000056 043 - 761 Imjin Rd, Hangar 524 (04/01/17 - 04/18/17)	123.42
		000056044 042817	04/28/2017	000056 044 - 781 Neeson Rd, Admin Office (04/01/17 - 04/18/17)	126.82
		000056049 042817	04/28/2017	000056 049 - Imjin Road University (04/01/17 - 04/18/17)	139.06
		000056051 042817	04/28/2017	000056 051 - 721 Neeson Rd Skydive (04/01/17 - 04/18/17)	150.62
		000056083 042817	04/28/2017	000056 083 - 3240 Imjin Rd Hangar 510 (04/01/17 - 04/18/17)	171.50
		000056011 050517	05/05/2017	000056 011 - Tate Park 3254 Del Monte (04/08/17 - 05/05/17)	116.20
		000056015 050517	05/05/2017	000056 015 - Cypress Cove II (04/08/17 - 05/05/17)	57.22
		000056008 050517	05/05/2017	000056 008 - Reservation Rd & Del Monte (04/08/17 - 05/05/17)	21.71
		000056032 050517	05/05/2017	000056 032 - Cresc & Costa Mont Bay Est (04/08/17 - 05/05/17)	57.22
		000056034 050517	05/05/2017	000056 034 - 3240 DeForest, Windy Hill Pk (04/08/17 - 05/05/17)	62.62
		000056030 050517	05/05/2017	000056 030 - Ctr Med. Reserv, Ramada Inn (04/08/17 - 05/05/17)	35.02
		000056084 050517	05/05/2017	000056 084 - Ctr Med3172 Cres- Shuler (04/08/17 - 05/05/17)	21.71

User: Monika Collier

Pages: 4 of 11

5/18/2017 10:48:58 AM

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AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA

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Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
		000056014 050517	05/05/2017	000056 014 - Vince DiMaggio 3200 Del Mont (04/08/17 - 05/05/17)	165.57
		000056086 050517	05/05/2017	000056 086 - Center Median 3208 Crescent (04/08/17 - 05/05/17)	21.71
		000056087 050547	05/05/2017	000056 087 - Center Median 3218 Crescent (04/08/17 - 05/05/17)	21.71
		000056085 050517	05/05/2017	000056 085 - Center Median 3192 Crescent (04/08/17 - 05/05/17)	21.71
		000056035 050517	05/05/2017	000056 035 - Cardoza/Res,Tate Park (04/08/17 - 05/05/17)	239.65
Check	05/19/2017	81921 Accounts Payable	Marina Grocery Outlet		2,541.18
	Invoice	Date	Description		Amount
	03-16-17 tc	03/16/2017	Teen Center Purchases		16.61
	03-18-17 tc	03/18/2017	Teen Center Purchases		63.82
	04-12-17 tc	04/12/2017	Teen Center Purchases		16.97
	04-06-17 sp	04/06/2017	Sport Purchases		48.14
	03-02-17 con	03/02/2017	Concessions		170.66
	03-09-17 con	03/09/2017	Concessions		381.69
	03-16-17 con	03/16/2017	Concessions		51.22
	03-18-17 con	03/18/2017	Concessions		54.64
	03-19-17 con	03/19/2017	Concessions		118.60
	04-01-17 con	04/01/2017	Concessions		98.59
	04-07-17 con	04/07/2017	Concessions		48.00
	04-12-17 con	04/12/2017	Concessions		29.80
	04-15-17 con	04/15/2017	Concessions		114.03
	04-21-17 con	04/21/2017	Concessions		153.67
	04-27-17 con	04/27/2017	Concessions		140.56
	03-02-17 yc	03/02/2017	Youth Center Purchases		52.05
	03-17-17 yc	03/17/2017	Youth Center Purchases		60.62
	04-05-17 yc	04/05/2017	Youth Center Purchases		19.67
	04-11-17 yc	04/11/2017	Youth Center Purchases		17.31
	03-05-17 tcb	03/05/2017	Teen Center Breakfast Club		9.95
	04-26-17 tcb	04/26/2017	Teen Center Breakfast Club		17.88
	03-01-17 sp	03/01/2017	Sp Event Purchases		5.94
	04-12-17 sp	04/12/2017	Sp Event Purchases		129.03
	03-02-17 sc	03/02/2017	Senior Center Purchases		25.24
	03-03-17 sc	03/03/2017	Senior Center Purchases		40.76
	03-08-17 sc	03/08/2017	Senior Center Purchases		28.71
	03-10-17 sc	03/10/2017	Senior Center Purchases		18.22

LIVE Marina, CA *LIVE*

AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 05/19/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	03-15-17	sc	03/15/2017	Senior Center Purchases	86.29
	03-15-17	sc 2	03/15/2017	Senior Center Purchases	17.34
	03-22-17	sc	03/22/2017	Senior Center Purchases	15.35
	03-28-17	sc	03/28/2017	Senior Center Purchases	3.98
	03-29-17	sc	03/29/2017	Senior Center Purchases	58.63
	04-04-17	sc	04/04/2017	Senior Center Purchases	12.65
	04-06-17	sc	04/06/2017	Senior Center Purchases	76.12
	04-07-17	sc	04/07/2017	Senior Center Purchases	138.02
	04-13-17	sc	04/13/2017	Senior Center Purchases	59.92
	04-19-17	sc	04/19/2017	Senior Center Purchases	8.67
	04-19-17	sc 2	04/19/2017	Senior Center Purchases	51.96
	04-21-17	sc	04/21/2017	Senior Center Purchases	31.05
	04-26-17	sc	04/26/2017	Senior Center Purchases	7.59
	04-27-17	sc	04/27/2017	Senior Center Purchases	20.80
	04-28-17	sc	04/28/2017	Senior Center Purchases	17.46
	04-28-17	sc 2	04/28/2017	Senior Center Purchases	2.97
Check	05/19/2017	81922 Accounts Payable	Microsoft		1,788.53
	Invoice	Date	Description		Amount
	E07003UOCB	05/11/2017	Citywide Microsoft Office 365 - May 2017		765.00
	E07003UKJT	05/11/2017	Citywide Microseoft Office 365 - May 2017		1,010.03
	E07003UOS0	05/11/2017	Citywide Micorsoft Office 365 - May 2017		13.50
Check	05/19/2017	81923 Accounts Payable	Monterey Auto Supply		51.76
	Invoice	Date	Description		Amount
	486144	05/03/2017	Veh - Maint Parts & Supply - Unit 595		18.02
	486017	05/03/2017	Veh - Maint Parts & Supply - Unit 595		5.61
	486829	05/08/2017	Veh - Maint Parts & Supply - Unit 594		28.13
Check	05/19/2017	81924 Accounts Payable	Monterey Bay Systems		186.75
	Invoice	Date	Description		Amount
	303723	05/05/2017	City Hall Copier - BizHub951 Contract Overage		186.75
Check	05/19/2017	81925 Accounts Payable	Monterey County Information Technology		918.25
	Invoice	Date	Description		Amount
	05-02-17	05/02/2017	NetworkUsers & Radio Maintenance March 2017		918.25

User: Monika Collier

Pages: 6 of 11

5/18/2017 10:48:58 AM

LIVE Marina, CA *LIVE*

AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 05/19/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	05/19/2017	81926 Accounts Payable	Monterey Peninsula Engineering		273,800.82
	Invoice	Date	Description		Amount
	03-14	05/04/2017	Del Monte/Beach Imp Project - Roundabout		273,800.82
Check	05/19/2017	81927 Accounts Payable	Monterey Tire Service		51.11
	Invoice	Date	Description		Amount
	1 - 77305	05/08/2017	Tire disposal fee		51.11
Check	05/19/2017	81928 Accounts Payable	Mountain Mikes Pizza		312.76
	Invoice	Date	Description		Amount
	102542975	04/06/2017	food for LAMS advisory meeting		127.98
	102685762	04/28/2017	food for teen center		184.78
Check	05/19/2017	81929 Accounts Payable	My Chevrolet		256.85
	Invoice	Date	Description		Amount
	69007CVR	04/12/2017	Belt Kit & Cover		256.85
Check	05/19/2017	81930 Accounts Payable	Nextel Communications		362.06
	Invoice	Date	Description		Amount
	866147022-176	04/22/2017	Rec Dept Cell Bill		362.06
Check	05/19/2017	81931 Accounts Payable	Office Depot		34.88
	Invoice	Date	Description		Amount
	925589280001	05/04/2017	Office Supplies		31.18
	925591514001	05/05/2017	Office Supplies		3.70
Check	05/19/2017	81932 Accounts Payable	Office Depot		48.97
	Invoice	Date	Description		Amount
	2067048975	05/10/2017	Office Supplies/Admin 5/10/17		48.97
Check	05/19/2017	81933 Accounts Payable	Pacific Crest Engineering		1,191.30
	Invoice	Date	Description		Amount
	3706	04/30/2017	Del Monte Blvd/Beach Rd Roundabout Project		1,191.30
Check	05/19/2017	81934 Accounts Payable	Pacific Gas & Electric		3,609.77
	Invoice	Date	Description		Amount
	415-6.MAY17	05/10/2017	PG&E - 5972827415-6		118.67

User: Monika Collier

Pages: 7 of 11

5/18/2017 10:48:58 AM

LIVE Marina, CA *LIVE*

AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 05/19/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	347-0.MAY17	05/10/2017	PG&E - 6258961347-0		237.58
	290-2.MAY17	05/11/2017	PG&E - 4300583290-2		10.20
	098-7.MAY17	05/10/2017	PG&E - 6800558098-7		1,049.02
	694-1.MAY17	05/11/2017	PG&E - 7269284694-1		636.04
	720-0.MAY17	05/11/2017	PG&E - 0167505720-0		579.69
	202-3.MAY17	05/11/2017	PG&E - 6594070202-3		81.86
	608-2.MAY17	05/11/2017	PG&E - 7383993608-2		300.09
	085-2.MAY17	05/11/2017	PG&E - 5434906085-2		92.01
	943-2.MAY17	05/10/2017	PG&E - 6150212943-2		66.14
	582-7.MAY17	05/10/2017	PG&E - 8161432582-7		110.03
	767-2 MAY17	05/11/2017	PG&E/Training Center 4/11 thru 5/10/17		57.10
	148-6.MAY17	05/12/2017	PG&E - 5593414148-6		130.59
	210-0.MAY17	05/12/2017	PG&E - 3242976210-0		140.75
Check	05/19/2017	81935 Accounts Payable	Peninsula Messenger LLC		130.00
	Invoice	Date	Description		Amount
	2017-00002868	04/30/2017	Daily Deposit pick-up		130.00
Check	05/19/2017	81936 Accounts Payable	Pinnacle Healthcare		177.00
	Invoice	Date	Description		Amount
	5322931-40	05/02/2017	Pinnacle Healthcare - Pre Emp Px		177.00
Check	05/19/2017	81937 Accounts Payable	Richard B. Standridge		3,431.25
	Invoice	Date	Description		Amount
	17-10	05/12/2017	Services 05-02/05-11-17		3,431.25
Check	05/19/2017	81938 Accounts Payable	Russo Electric, Inc.		11,636.13
	Invoice	Date	Description		Amount
	02202	04/24/2017	Marina Aiport Restaurant Project - Electrical		11,636.13
Check	05/19/2017	81939 Accounts Payable	Rutan & Tucker		252.00
	Invoice	Date	Description		Amount
	768285	05/01/2017	Stormwater/NPDES Advice		252.00
Check	05/19/2017	81940 Accounts Payable	Salinas Valley Ford		24,999.41
	Invoice	Date	Description		Amount

LIVE Marina, CA *LIVE*

AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 05/19/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	102	05/04/2017	2016 Ford Taurus Bureau Services		24,999.41
Check	05/19/2017	81941 Accounts Payable	Shell Fleet Plus - Processing Center		80.00
	Invoice	Date	Description		Amount
	79239935705	05/05/2017	Fuel for engine		80.00
Check	05/19/2017	81942 Accounts Payable	Techno Lock Keys Trading LLC		87.78
	Invoice	Date	Description		Amount
	10120	05/03/2017	Door latch- front door of - PS		87.78
Check	05/19/2017	81943 Accounts Payable	TechRx Technology Services		6,629.92
	Invoice	Date	Description		Amount
	6609	04/30/2017	Dell rugged tablets		6,629.92
Check	05/19/2017	81944 Accounts Payable	Toshiba Financial Services		324.08
	Invoice	Date	Description		Amount
	330188285	05/04/2017	Copier Charges		324.08
Check	05/19/2017	81945 Accounts Payable	Tri County Fire Protection		48.00
	Invoice	Date	Description		Amount
	HP 42526	05/10/2017	Dry chemical maintenace service		48.00
Check	05/19/2017	81946 Accounts Payable	United Site Services		182.11
	Invoice	Date	Description		Amount
	114 - 5255465	04/30/2017	Toilet Rentals - Corner Beach Rd - De Forest		182.11
Check	05/19/2017	81947 Accounts Payable	Universal Staffing		762.75
	Invoice	Date	Description		Amount
	103104	05/16/2017	Simons/05-13-17		762.75
Check	05/19/2017	81948 Accounts Payable	Valley Saw & Garden Equipment		102.59
	Invoice	Date	Description		Amount
	132517	05/08/2017	Conrod Complete - Unit 072		37.09
	132516	05/08/2017	Drove Tube Assy - Unit 133		65.50
Check	05/19/2017	81949 Accounts Payable	Valley Trophies & Detectors		63.15
	Invoice	Date	Description		Amount

User: Monika Collier

Pages: 9 of 11

5/18/2017 10:48:58 AM

LIVE Marina, CA *LIVE*

AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 05/19/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	78325	04/06/2017	(4) Perpetral Plate Engraving/Investigations 4/6/17		63.15
Check	05/19/2017	81950 Accounts Payable	Vapor Cleaners, Inc.		260.00
	Invoice	Date	Description		Amount
	325945	01/06/2017	Dry Cleaning for Abraham - Uniform Jacket		19.50
	329528	01/24/2017	Uniform pants repair for D. Mendes		8.00
	332785	02/09/2017	Cleaning mask for D. Mendes		3.00
	332786	02/09/2017	Dry Cleaning for M. Sweeney - Turnouts & lining		42.00
	332784	02/09/2017	Dry Cleaning for D. Mendes - Turnouts and lining		42.00
	333264	02/13/2017	Dry cleaning for A. Goncalves - (2) Jackets		28.00
	334007	02/15/2017	Repair uniform jacket for D. Mendes		15.00
	335696	02/23/2017	Dry Cleaning for C. Train - Turnouts, lining, susp. mask, jacket		37.50
	344951	04/10/2017	Dry Cleaning for B. Roberson		20.00
	344984	04/10/2017	Dry Cleaning for C. Johnson		20.00
	344982	04/10/2017	Dry Cleaning for A Prado		25.00
Check	05/19/2017	81951 Accounts Payable	Verizon Wireless		305.77
	Invoice	Date	Description		Amount
	9784609676	04/25/2017	Fire Dept mobile charges - March 26-April 25, 2017		305.77
Check	05/19/2017	81952 Accounts Payable	Rabobank Visa Card Cardmember Service		660.59
	Invoice	Date	Description		Amount
	04-27-17	04/27/2017	Visa - Comm Dev Dept (Stmt 04/27/17)		660.59
Check	05/19/2017	81953 Accounts Payable	Rabobank Visa Card Cardmember Service		3,184.86
	Invoice	Date	Description		Amount
	04-27-17	04/27/2017	VISA August Statement 2017		3,184.86
Check	05/19/2017	81954 Accounts Payable	W.W. Grainger, Inc.		46.05
	Invoice	Date	Description		Amount
	9417092377	04/14/2017	Veh - Maint & Repair		46.05
Check	05/19/2017	81955 Accounts Payable	Wells Fargo Bank		2,500.00
	Invoice	Date	Description		Amount
	1429603	05/11/2017	Trustee Fee Apr 2017 to Apr 2018		2,500.00
Check	05/19/2017	81956 Accounts Payable	Zoom Imaging Solutions		167.52

User: Monika Collier

Pages: 10 of 11

5/18/2017 10:48:58 AM

LIVE Marina, CA *LIVE*

AP Check Register 05-19-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 05/19/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	Invoice	Date	Description		Amount
	1784605	05/08/2017	Maintenance contract		167.52
024 Accounts Payable ZBA Totals:			Transactions: 63		\$391,889.89
	Checks:	63	\$391,889.89		

LIVE Marina, CA *LIVE*

AP Check Register 08-26-16

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 08/26/2016

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 024 - Accounts Payable ZBA					
Check	08/26/2016	79708 Accounts Payable	Ace Hardware		43.91
	Invoice	Date	Description		Amount
	059750	08/15/2016	Razor and Goo Gel to clean window		9.21
	059716	08/10/2016	Hex Bushings & Nipple Galv for Engine 5413		13.01
	059711	08/10/2016	Nipple Galv & Elbow Glv for Engine 5413		21.69
Check	08/26/2016	79709 Accounts Payable	Ace Hardware		79.22
	Invoice	Date	Description		Amount
	059395	07/14/2016	supplies for youth center		33.62
	059570	07/30/2016	propane		45.60
Check	08/26/2016	79710 Accounts Payable	Ace Hardware		68.89
	Invoice	Date	Description		Amount
	059773	08/16/2016	Bldg Maint & Repair		1.08
	059772	08/16/2016	Bldg Maint & Repair		7.59
	059771	08/16/2016	Bldg Maint & Repair		35.26
	059778	08/17/2016	Bungee Cord - Unit 599		6.50
	059807	08/18/2016	Thermostat - TC		18.46
Check	08/26/2016	79711 Accounts Payable	Allstar Fire Equipment Inc.		158.30
	Invoice	Date	Description		Amount
	191794	07/29/2016	8 True North Hose Clamp Pouch		158.30
Check	08/26/2016	79712 Accounts Payable	American Supply Co.		918.32
	Invoice	Date	Description		Amount
	2736796	08/17/2016	Cleaning Supplies		918.32
Check	08/26/2016	79713 Accounts Payable	Carmel Fire Protection Associates		1,050.00
	Invoice	Date	Description		Amount
	116320	08/07/2016	Plan Check & Inspection for Toun Ray Restaurant, 330 Reservation		350.00
	116325	08/07/2016	Plan check and Inspection at Poke House, 266 Reservation		350.00
	116328	08/07/2016	Plan check and inspection for 612 Bayonet		350.00
Check	08/26/2016	79714 Accounts Payable	Coast Counties Glass, Inc		1,348.00
	Invoice	Date	Description		Amount

LIVE Marina, CA *LIVE*

AP Check Register 08-26-16

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 08/26/2016

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	30231	02/09/2016	Airport_Replace Door at Firestation, B514		1,348.00
Check	08/26/2016	79715 Accounts Payable	Collins Electric Co.		195.00
	Invoice	Date	Description		Amount
	90826	08/02/2016	Locke Paddpn Outisde Pole		195.00
Check	08/26/2016	79716 Accounts Payable	Comcast		168.96
	Invoice	Date	Description		Amount
	08-14-16	08/14/2016	Teen Center cable & internet		168.96
Check	08/26/2016	79717 Accounts Payable	Commercial Truck Company		26.80
	Invoice	Date	Description		Amount
	1008935	08/15/2016	Veh - Maint & Repair - Unit 5431		26.80
Check	08/26/2016	79718 Accounts Payable	Emergency Vehicle Specialists		494.50
	Invoice	Date	Description		Amount
	5884	08/17/2016	Stico Stealth VHF Antenna		494.50
Check	08/26/2016	79719 Accounts Payable	Ewing		75.19
	Invoice	Date	Description		Amount
	1988970	08/10/2016	Rainbird QVC		75.19
Check	08/26/2016	79720 Accounts Payable	Farmer Brothers Co.		99.64
	Invoice	Date	Description		Amount
	64335131 SO	08/11/2016	City Hall Coffee Supplies		99.64
Check	08/26/2016	79721 Accounts Payable	Ferrara Fire Apparatus		105.91
	Invoice	Date	Description		Amount
	00000W78186	08/09/2016	Isolator		105.91
Check	08/26/2016	79722 Accounts Payable	First Alarm		268.32
	Invoice	Date	Description		Amount
	948462	08/15/2016	City Hall Alarm Monitoring - Sept-Nov 2016		89.97
	946139	08/15/2016	Vince DiMaggio Park Alarm Monitoring - Sept-Nov 2016		178.35
Check	08/26/2016	79723 Accounts Payable	Fox Welding Metal Fabricators		3,896.51
	Invoice	Date	Description		Amount

User: Monika Collier

Pages: 2 of 6

8/25/2016 9:27:01 AM

LIVE Marina, CA *LIVE*

AP Check Register 08-26-16

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 08/26/2016

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	1713	04/26/2016	Fabricate & install aluminum box on fire engines		3,896.51
Check	08/26/2016	79724 Accounts Payable	Goodwin Consulting Group		2,487.50
	Invoice	Date	Description		Amount
	8593	08/19/2016	CFD Tax Admin		2,487.50
Check	08/26/2016	79725 Accounts Payable	Graniterock/Pavex Construction		55.52
	Invoice	Date	Description		Amount
	979236	08/13/2016	Community Center Plaground Project		55.52
Check	08/26/2016	79726 Accounts Payable	Hayon Inc,		100.00
	Invoice	Date	Description		Amount
	08222016	08/22/2016	Car wash July 2016		100.00
Check	08/26/2016	79727 Accounts Payable	Marina Coast Water District		1,608.23
	Invoice	Date	Description		Amount
	000056021 081216	08/12/2016	000056 021 - Ctr Med Res Rd - Post Office (07/16/16 - 08/12/16)		34.00
	000056020 081216	08/12/2016	000056 020 304 Hillcrest Ave, Teen Ctr (07/16/16 - 08/12/16)		77.81
	000056017 081216	08/12/2016	000056 017 - 208 A Palm Ave, Fire Station (07/16/16 - 08/12/16)		58.95
	000056022 081216	08/12/2016	000056 022 - Ctr Median & Row Del Monte (07/16/16 - 08/12/16)		41.86
	000056016 081216	08/12/2016	000056 016 - Ctr Med Reserv & Seac (07/16/16 - 08/12/16)		34.00
	000056001 081216	08/12/2016	000056 001 - 209-13 Cypress (07/16/16 - 08/12/16)		93.81
	000056024 081216	08/12/2016	000056 024 - Ctr Median Del Monte/Palm (07/16/16 - 08/12/16)		84.03
	000056018 081216	08/12/2016	000056 018 - 208 Palm Ave, Fire Station (07/16/16 - 08/12/16)		120.43
	000056019 081216	08/12/2016	000056 019 - 213 Hillcrest Ave, Comm Ctr (07/16/16 - 08/12/16)		794.47
	000056005 081216	08/12/2016	000056 005 - Calif and Patton (07/16/16 - 08/12/16)		81.41
	000056026 081216	08/12/2016	000056 026 - ROW Barrett Lane (07/16/16 - 08/12/16)		21.07
	000056027 081216	08/12/2016	000056 027 - Center Median & ROW Calif Ave (07/16/16 - 08/12/16)		39.24
	000056007 081216	08/12/2016	000056 007 California Ave Landscape (07/16/16 - 08/12/16)		81.41
	000056025 081216	08/12/2016	000056 025 - 327 Reindollar, LA Sports Comp (07/16/16 - 08/12/16)		45.74
Check	08/26/2016	79728 Accounts Payable	Marina Grocery Outlet		868.56
	Invoice	Date	Description		Amount
	08-02-16 tc	08/02/2016	Teen Center Purchases		7.98
	07-23-16 con	07/23/2016	Concessions		397.49
	07-23-16 tcb	07/23/2016	Teen Breakfast Club Purchases		37.73

User: Monika Collier

Pages: 3 of 6

8/25/2016 9:27:01 AM

LIVE Marina, CA *LIVE*

AP Check Register 08-26-16

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 08/26/2016

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	07-28-16	tcb	07/28/2016	Teen Breakfast Club Purchases	19.96
	08-01-16	tcb	08/01/2016	Teen Breakfast Club Purchases	19.96
	08-02-16	tcb	08/02/2016	Teen Breakfast Club Purchases	6.68
	07-06-16	sc	07/06/2016	Senior Center Purchases	19.32
	07-07-16	sc	07/07/2016	Senior Center Purchases	105.63
	07-12-16	sc	07/12/2016	Senior Center Purchases	18.45
	07-13-16	sc	07/13/2016	Senior Center Purchases	34.15
	07-21-16	sc	07/21/2016	Senior Center Purchases	19.04
	07-23-16	sc	07/23/2016	Senior Center Purchases	24.15
	07-26-16	sc	07/26/2016	Senior Center Purchases	68.96
	07-28-16	sc	07/28/2016	Senior Center Purchases	89.06
Check	08/26/2016	79729 Accounts Payable	Monterey Chapter International Code Council		135.00
	Invoice		Date	Description	Amount
		3104129	07/28/2016	Annual Membership Dues - D Paolini	135.00
Check	08/26/2016	79730 Accounts Payable	Monterey Auto Supply		33.87
	Invoice		Date	Description	Amount
		437794	08/16/2016	Veh - Maint Parts & Supply	33.87
Check	08/26/2016	79731 Accounts Payable	Monterey Bay Systems		532.22
	Invoice		Date	Description	Amount
		281005	08/11/2016	City Hall Copier Maintenance Contract	532.22
Check	08/26/2016	79732 Accounts Payable	Monterey Tire Service		2,515.86
	Invoice		Date	Description	Amount
		1 - 72928	08/10/2016	City Wide - Tires	1,964.91
		1 - 73100	08/15/2016	Tires - Unit 889	550.95
Check	08/26/2016	79733 Accounts Payable	Mountain Mikes Pizza		422.08
	Invoice		Date	Description	Amount
		08-05-16	08/05/2016	Pizza for Teen Center	187.83
		08-06-16	08/06/2016	Pizza for Teen Center	95.00
		08-12-16	08/12/2016	Pizza for Teen Center	139.25
Check	08/26/2016	79734 Accounts Payable	Muniservices		2,870.00

User: Monika Collier

Pages: 4 of 6

8/25/2016 9:27:01 AM

LIVE Marina, CA *LIVE*

AP Check Register 08-26-16

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 08/26/2016

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	Invoice	Date	Description		Amount
	42548	08/19/2016	Business License Tax Admin		2,870.00
Check	08/26/2016	79735 Accounts Payable	Newton Bros. Tire & Auto		70.00
	Invoice	Date	Description		Amount
	188212	08/11/2016	Tires		70.00
Check	08/26/2016	79736 Accounts Payable	Frank O'Connell		301.00
	Invoice	Date	Description		Amount
	08-16-16	08/16/2016	Candidate Filing Fee Refund		301.00
Check	08/26/2016	79737 Accounts Payable	Office Depot		50.64
	Invoice	Date	Description		Amount
	856603757-001	08/11/2016	Office Supplies		50.64
Check	08/26/2016	79738 Accounts Payable	Pacific Gas & Electric		490.26
	Invoice	Date	Description		Amount
	535-3.AUG16	08/14/2016	PG&E - 6161832535-3 FY16/17		179.64
	148-6.AUG16	08/15/2016	PG&E - 5593414148-6 FY16/17		210.37
	827-8.AUG16	08/14/2016	PG&E - 0423929827-8 FY16/17		100.25
Check	08/26/2016	79739 Accounts Payable	Pinnacle Healthcare		192.00
	Invoice	Date	Description		Amount
	4792401-30	08/03/2016	Pinnacle Healthcare - Pre Emp Px		192.00
Check	08/26/2016	79740 Accounts Payable	Rental Depot		441.45
	Invoice	Date	Description		Amount
	211558-1	08/18/2016	Box Scraper 60" - Comm Ctr Playground Proj		441.45
Check	08/26/2016	79741 Accounts Payable	Salinas Valley Ford		193.01
	Invoice	Date	Description		Amount
	96282FOW	08/12/2016	Seat Belt Asy - Unit 878		193.01
Check	08/26/2016	79742 Accounts Payable	Shell Fleet Plus - Processing Center		46.80
	Invoice	Date	Description		Amount
	0000000079239935	08/05/2016	Fuel - Sobrantes Fire		46.80
Check	08/26/2016	79743 Accounts Payable	TechRx Technology Services		576.92

User: Monika Collier

Pages: 5 of 6

8/25/2016 9:27:01 AM

LIVE Marina, CA *LIVE*

AP Check Register 08-26-16

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 08/26/2016

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	Invoice	Date	Description		Amount
	6346	07/31/2016	Installation and config of lightbeam at Airport Station		576.92
Check	08/26/2016	79744 Accounts Payable	Toshiba Financial Services		677.22
	Invoice	Date	Description		Amount
	310523667	08/04/2016	Toshiba Copier monthly fees		677.22
Check	08/26/2016	79745 Accounts Payable	Tri County Fire Protection		402.66
	Invoice	Date	Description		Amount
	HP 40391	08/12/2016	Bldg Maint & Repair - Fire Extinguisher Svc - 211 Hillcrest		174.55
	HP 40552	08/15/2016	Bldg Maint & Repair - Fire Extinguisher Svc - Com Ctr		228.11
Check	08/26/2016	79746 Accounts Payable	Tyler Technologies, Inc.		11,300.00
	Invoice	Date	Description		Amount
	050519	06/30/2016	Tyler Technologies - Services (Project Closure)		11,300.00
Check	08/26/2016	79747 Accounts Payable	United Parcel Service		5.55
	Invoice	Date	Description		Amount
	00008Y4481326	08/06/2016	UPS Shipping fees		5.55
Check	08/26/2016	79748 Accounts Payable	Verizon Wireless		448.58
	Invoice	Date	Description		Amount
	9770095097	08/10/2016	Monthly Verizon Bill-308174766		448.58
Check	08/26/2016	79749 Accounts Payable	Rabobank Visa Card Cardmember Service		850.49
	Invoice	Date	Description		Amount
	07-27-16 1	07/27/2016	VISA Recreation		850.49
Check	08/26/2016	79750 Accounts Payable	Zee Service Co.		47.93
	Invoice	Date	Description		Amount
	66606696	07/08/2016	medical supplies		47.93
024 Accounts Payable ZBA Totals:			Transactions: 43		\$36,720.82
Checks:		43	\$36,720.82		

LIVE Marina, CA *LIVE*

AP Check Register 06-02-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 06/02/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 024 - Accounts Payable ZBA					
Check	06/02/2017	82021 Accounts Payable	Ace Hardware		38.43
	Invoice	Date	Description		Amount
	063052	05/13/2017	Supplies for Station 2 - Fasteners & Bug stop		38.43
Check	06/02/2017	82022 Accounts Payable	Andon Laundrymat Service		115.75
	Invoice	Date	Description		Amount
	Invoice 3	05/09/2017	Fire Dept Laundry Service		115.75
Check	06/02/2017	82023 Accounts Payable	Burton's Fire, Inc.		404.25
	Invoice	Date	Description		Amount
	W 76541	05/08/2017	Vac test, Annual Pump Test - #5413		404.25
Check	06/02/2017	82024 Accounts Payable	City of Sand City		70,664.45
	Invoice	Date	Description		Amount
	05-15-17	05/15/2017	SRU balance transfer		70,664.45
Check	06/02/2017	82025 Accounts Payable	Crop Production Services		1,319.57
	Invoice	Date	Description		Amount
	32810619	05/08/2017	Airport_Weed Abatement Supplies		1,319.57
Check	06/02/2017	82026 Accounts Payable	CSG Consultants		21,482.50
	Invoice	Date	Description		Amount
	11699	04/17/2017	Billing Period 02/25/2017-03/31/2017		11,007.50
	12034	05/12/2017	Billing Period 4/1/17-4/28/17		10,475.00
Check	06/02/2017	82027 Accounts Payable	CSFMO-CA Society of Municipal Finance Officers		40.00
	Invoice	Date	Description		Amount
	176181	05/22/2017	CSMFO Meeting/Green		40.00
Check	06/02/2017	82028 Accounts Payable	Don Chapin Company, Inc.		577.20
	Invoice	Date	Description		Amount
	112630	05/15/2017	Paving Material Disposal Fees		577.20
Check	06/02/2017	82029 Accounts Payable	Emergency Vehicle Specialists		807.04
	Invoice	Date	Description		Amount

User: Monika Collier

Pages: 1 of 4

6/1/2017 11:33:41 AM

LIVE Marina, CA *LIVE*

AP Check Register 06-02-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 06/02/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	7051	05/11/2017	Replace broken auto eject cover, installed revers lights		207.04
	7110	05/25/2017	Radio cable replacement		100.00
	7111	05/25/2017	MDT removal and replacement		500.00
Check	06/02/2017	82030 Accounts Payable	Farmer Brothers Co.		172.07
	Invoice	Date	Description		Amount
	65452203	05/18/2017	Dept Coffee		172.07
Check	06/02/2017	82031 Accounts Payable	Gavilan Pest Control		145.00
	Invoice	Date	Description		Amount
	0107762	05/10/2017	Pest Control at Station 2		145.00
Check	06/02/2017	82032 Accounts Payable	L.N. Curtis & Sons		1,405.46
	Invoice	Date	Description		Amount
	INV91929	03/31/2017	Turnout jacket for Mendes and Abraham		2,810.92
	CM5900	05/17/2017	Credit for Abraham's jacket - invoice INV91929		(1,405.46)
Check	06/02/2017	82033 Accounts Payable	Lee Wilson Electric Company Inc.		20,235.00
	Invoice	Date	Description		Amount
	05-08-17	05/08/2017	Airport Beacon Replacement Proj._Contractor		20,235.00
Check	06/02/2017	82034 Accounts Payable	Liebert Cassidy Whitmore		175.00
	Invoice	Date	Description		Amount
	1439615	04/30/2017	LCW - Professional Services		175.00
Check	06/02/2017	82035 Accounts Payable	National Fire Protection-NFPA		1,345.50
	Invoice	Date	Description		Amount
	6933808X	05/17/2017	Fire Code Subscription Renewal		1,345.50
Check	06/02/2017	82036 Accounts Payable	Office Depot		137.61
	Invoice	Date	Description		Amount
	930856798-001	05/25/2017	Office Depot		137.61
Check	06/02/2017	82037 Accounts Payable	Office Depot		17.15
	Invoice	Date	Description		Amount
	2066373260	05/08/2017	Cardstock paper for flyers		17.15
Check	06/02/2017	82038 Accounts Payable	Pacific Gas & Electric		4,416.83

User: Monika Collier

Pages: 2 of 4

6/1/2017 11:33:41 AM

LIVE Marina, CA *LIVE*

AP Check Register 06-02-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 06/02/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	Invoice	Date	Description		Amount
	272-1.MAY17	05/18/2017	PG&E - 2862559272-1		39.01
	683-2.MAY17	05/18/2017	PG&E 6217294683-2		824.09
	0007621950-2	05/17/2017	Del Monte Blvd & Beach Rd		2,500.00
	533-8.MAY17	05/18/2017	PG&E - 2253666533-8		77.60
	362-9.MAY17	05/19/2017	PG&E - 5996678362-9		106.62
	172-2.MAY17	05/19/2017	PG&E - 5618207172-2		575.89
	795-7.MAY17	05/22/2017	PG&E - 4467294795-7		293.62
Check	06/02/2017	82039 Accounts Payable	Pinnacle Healthcare		20.00
	Invoice	Date	Description		Amount
	5339431-40	05/11/2017	Pinnacle Healthcare - Pre Emp Px		20.00
Check	06/02/2017	82040 Accounts Payable	Richard B. Standridge		3,600.00
	Invoice	Date	Description		Amount
	17-11	05/26/2017	Services 05-16/05-25-17		3,600.00
Check	06/02/2017	82041 Accounts Payable	Robert R. Wellington		11,731.00
	Invoice	Date	Description		Amount
	23916	05/19/2017	Tax & Finance Matters - January 2017		455.00
	23914	05/19/2017	Police Personnel Matters - January 2017		1,593.00
	23912	05/19/2017	Monterey Peninsula Water Supply Project - January 2017		1,030.00
	23910	05/19/2017	Misc Litigation Matters - January 2017		450.00
	23909	05/19/2017	Land Use & Operations - January 2017		3,241.00
	23907	05/19/2017	CEMEX Matters - January 2017		2,273.00
	23915	05/19/2017	Public Records Act Requests - January 2017		90.00
	23911	05/19/2017	Mobile Home Rent Control Matters - January 2017		36.00
	23908	05/19/2017	Retainer - March 2017		1,800.00
	23906	05/19/2017	AMCAL Matters - January 2017		63.00
	23917	05/19/2017	The Dunes Matters - January 2017		81.00
	23913	05/19/2017	Misc Personnel Matters - January 2017		619.00
Check	06/02/2017	82042 Accounts Payable	Tartaglia Engineering		8,495.00
	Invoice	Date	Description		Amount
	01GSC_2017	05/22/2017	Airport General Consulting Services		8,495.00

LIVE Marina, CA *LIVE*

AP Check Register 06-02-17

Bank Account: 024 - Accounts Payable ZBA

Batch Date: 06/02/2017

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	06/02/2017	82043 Accounts Payable	TechRx Technology Services		925.44
	Invoice	Date	Description		Amount
	6621	04/30/2017	HP ProDesktop for M. Sweeney		925.44
Check	06/02/2017	82044 Accounts Payable	Premier Access Insurance - Dept. 34114		259.00
	Invoice	Date	Description		Amount
	06-01-17	06/01/2017	Prem Access Adm Fee (06/2017)		259.00
Check	06/02/2017	82045 Accounts Payable	Vision Service Plan		1,594.08
	Invoice	Date	Description		Amount
	06-01-17	06/01/2017	103 - Vision EE*		1,693.71
	06-01-17.	06/01/2017	VSP Adjustment (06/2017)		(99.63)
024 Accounts Payable ZBA Totals:			Transactions: 25		<u>\$150,123.33</u>
Checks:		25	\$150,123.33		

Monthly EFT/Wire Report-Checking Acct.

From Payment Date: 4/1/2017 - To Payment Date: 4/30/2017

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
032 - Checking Account									
<u>EFT</u>									
161	04/01/2017	Open			Accounts Payable	PERS Health Services Division	\$98,722.88		
162	04/01/2017	Open			Accounts Payable	PERS Health Services Division	(\$1,189.86)		
166	04/07/2017	Open			Accounts Payable	CalPERS - Retirement	\$68,662.61		
167	04/07/2017	Open			Accounts Payable	CalPERS - Retirement	(\$418.38)		
168	04/21/2017	Open			Accounts Payable	CalPERS - Retirement	\$68,685.41		
169	04/21/2017	Open			Accounts Payable	CalPERS - Retirement	(\$855.94)		
Type EFT Totals:							\$233,606.72		
032 - Checking Account Totals									

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	6	\$233,606.72	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Total	6	\$233,606.72	\$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	6	\$233,606.72	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	Total	6	\$233,606.72	\$0.00

Grand Totals:

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	6	\$233,606.72	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Total	6	\$233,606.72	\$0.00
All	Status	Count	Transaction Amount	Reconciled Amount
	Open	6	\$233,606.72	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	Total	6	\$233,606.72	\$0.00

Monthly EFT/Wire Report - Payroll Account

From Payment Date: 4/1/2017 - To Payment Date: 4/30/2017

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
028 - Payroll ZBA									
<u>EFT</u>									
4695	04/07/2017	Open			Accounts Payable	California State Disbursement Unit	\$1,141.82		
4696	04/07/2017	Open			Accounts Payable	EFTPS Electronic Federal Tax Payment System	\$54,849.15		
4697	04/07/2017	Open			Accounts Payable	Employment Development Department	\$14,386.22		
4698	04/07/2017	Open			Accounts Payable	Rebecca Minuth	\$527.52		
4829	04/21/2017	Open			Accounts Payable	California State Disbursement Unit	\$1,141.82		
4830	04/21/2017	Open			Accounts Payable	EFTPS Electronic Federal Tax Payment System	\$57,008.28		
4831	04/21/2017	Open			Accounts Payable	Employment Development Department	\$15,016.97		
4832	04/21/2017	Open			Accounts Payable	Rebecca Minuth	\$527.52		
Type EFT Totals:							\$144,599.30		
028 - Payroll ZBA Totals									

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	8	\$144,599.30	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Total	8	\$144,599.30	\$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	8	\$144,599.30	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	Total	8	\$144,599.30	\$0.00

Grand Totals:

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	8	\$144,599.30	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Total	8	\$144,599.30	\$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	8	\$144,599.30	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Voided	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	Total	8	\$144,599.30	\$0.00



DRAFT

Agenda Item **8b(1)**
City Council Meeting of
June 6, 2017

MINUTES

Tuesday, May 16, 2017

5:30 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 AND SUCCESSOR AGENCY OF THE
FORMER MARINA REDEVELOPMENT AGENCY

Council Chambers
211 Hillcrest Avenue
Marina, California

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

Nancy Amadeo, Gail Morton, Frank O'Connell, Mayor Pro-Tem/Vice Chair, David W. Brown, 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, and Redevelopment Agency Members) 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. Conference with Legal Counsel, Initiation of litigation pursuant to paragraph (4) of subdivision d) of Section 54956.9: One potential case
 - b. Conference with Legal Counsel, Anticipated Litigation Significant exposure to litigation pursuant to paragraph (2) or 3) of subdivision (d) of Section 54956.9: One potential case
 - c. Real Property Negotiations
 - i. Property: 3271 Imjin Road, Marina, CA – APN: 031-112-035-000
Negotiating Party: Frank T. Lewis & Linda Lewis
Property Negotiator: City Manager
Terms: All terms and conditions

6:35 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

City Attorney Rob Wellington reported out Closed Session: Council met at 5:30 PM as indicated, with regard to items 3a and 3b, the Council received information from legal counsel, , no action was taken. With regards to item 3c, Council received information from its negotiators, gave direction, no reportable action was taken.

4. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)5. SPECIAL PRESENTATIONS:a Proclamations

- i. Poppy Month
- ii. Public Works Week

b Recreation Quarterly Sports Wardsi. 2016-17 Elks National Hoop Shoot

- | | |
|--------------------|--------------------|
| 1. Annabella Brown | 2. Isabella Brown |
| 3. Luis Alvarado | 4. Isarel Johnson |
| 5. Khalik Kennedy | 6. Adina Rufferman |
| 7. Anisa Rufferman | 8. Abbigail Metz |

ii. 2017 Elks Hotshot Contest

- | | |
|-----------------------|-------------------|
| 1. Willa Olalia | 2. Arissa Moore |
| 3. Isaac Heitzenrater | 4. Israel Johnson |
| 5. Ahsani Collins | 6. Miguel Cano |
| 7. Wilson Olalia | 8. Edson Ortiz |

c Recreation Announcements6. 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.*

- Steve Eckland – Spoke about “Make a Difference Week Program” is needed in Marina, Glad to see that Marina has after school programs for the children, which in turn keeps them occupied and out of trouble.
- Council Member O’Connell – Announced Town Hall Meeting set for May 23, 2017 at the Marina Library Community Room at 6:30 PM, guest speaker is Brian McMinn, Marina Public Works Director to have a discussion on Marina Street Pavement Program.
- Council Member Amadeo – Commented on the Marina High School 10th Anniversary, it was an amazing event. 30-40 Alumni attended.
- Mayor Delgado – Beach Clean Up event on Saturday, May 20, 2017 from 1:30-2:30 PM; Oak Woodland Restoration Project next to the Marina Library on June 10, 2017 from 9:00am-3:00pm; commented on Teacher Appreciation Day at the American Legion.

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 81756-81893, totaling \$496,703.43
 - b. MINUTES:
 - (1) April 18, 2017, Regular City Council Meeting
 - (2) May 2, 2017, Regular City Council Meeting
 - c. CLAIMS AGAINST THE CITY:
 - (1) City Council deny claim filed by Nicole Eldridge on April 17, 2017 for a Limited Civil case and forward to Monterey Bay Area Self Insurance Authority for investigation and processing.
 - d. AWARD OF BID: None
 - e. CALL FOR BIDS: None
 - f. ADOPTION OF RESOLUTIONS:
 - (1) City Council consider adopting **Resolution No. 2017-44**, fixing and levying a special tax for principal and interest payments and administrative costs on the 2015 General Obligation Refunding Bonds for fiscal year 2017-18; and consider adopting **Resolution No. 2017-45**, certifying compliance with State Law (Proposition 218) with respect to special taxes for the 2015 General Obligation Refunding Bonds Levy for Fiscal Year 2017-18.
 - g. APPROVAL OF AGREEMENTS:
 - (1) City Council consider adopting **Resolution No. 2017-46**, approving work plan and budget for Access Monterey Peninsula (AMP) for public, education and government (PEG) broadcasting services for FY 2017-18, and; authorizing the Finance Director to make the necessary budgetary and accounting entries and appropriate payments to Access Monterey Peninsula.
 - (2) City Council consider adopting **Resolution No. 2017-47**, approving agreement with Parking Management Bureau, of Turlock, California, for use of their parking citation processing services, and; authorize Finance Director to make necessary accounting and budgetary entries, and; authorize City Manager to execute the agreement on behalf of City subject to final review by the City Attorney.

- (3) City Council consider adopting **Resolution No. 2017-48**, approving an agreement between the City of Marina and the Transportation Agency of Monterey County (TAMC) for the 2017 Regional Surface Transportation Program (RSTP) allocation of funding, and; approving the RSTP competitive funding grant application, and; authorizing the Finance Director to make the necessary accounting and budgetary entries, and; authorizing the City Manager to execute the agreement on behalf of the city subject to final review and approval by the City Attorney.
- h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None
- i. MAPS: None
- j. REPORTS: (RECEIVE AND FILE):
- k. FUNDING & BUDGET MATTERS: None
- l. APPROVE ORDINANCES (WAIVE SECOND READING): None
- m. APPROVE APPOINTMENTS: None

Council Member Amadeo requested that the resolution for agenda item 8g(3) be modified, the fifth Whereas, third line it states “Del Monte Boulevard (from Patton Parkway to Reservation Road).” Right now, Patton Parkway does not run to Reservation Road and indicated that a change should be made.

Brian McMinn, Public Works Director suggested the change to state “*Del Monte Boulevard (from the extension of Patton Parkway to the west to Reservation Road)*”

DELGADO/AMADEO: TO APPROVE THE CONSENT AGENDA WITH MODIFICATION TO 8g(3) RESOLUTION AS INDICATED TO STATE “ DEL MONTE BOULEVARD (FROM THE EXTENSION OF PATTON PARKWAY TO THE WEST TO RESERVATION ROAD)”. 5-0-0-0 Motion Passes

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 to receive updated report on going out for Request for Proposals for the Management of Preston and Abrams Park Housing.

City Manager Long indicated that council gave direction to have this item back on this agenda to report back on the RFP for Preston & Abrams Park. We are not at the point to putting together the RFP but have received comments on the existing management contract. I would like to spend some time with Council Members O’Connell and Morton who are the council liaisons to Preston and

Abrams Park and review that and then decide that if you want to come back and proceed with the RFP or proceed with action to amend the current contract.

Council Member O'Connell – requested that City Manager forward to us the comments from the various council members so that we can review them in advance prior to meeting with the city manager.

O'CONNELL/DELGADO: GIVING THE FOUR (4) COUNCIL MEMBERS WHO HAVEN'T SUBMITTED THEIR COMMENTS, IF THEY HAVE ANY COMMENTS TO GET THE SAME TO THE CITY MANAGER BY 5:00 PM ON THE 21ST OF MAY. 5-0-0-0 Motion Passes

- b. City Council consider placing on a future agenda discussion of Marina becoming a Sanctuary City. Step one of two step process [Delgado]

Mayor Delgado recapped that this item was brought to the council by a member of the public, Howard Scherr, which he provided a packet of information to the council at that meeting. Indicated that instead of directing staff to dig into this issue to first find out if it's true or not that the city council would like the staff to spend some effort on this issue of our city becoming a sanctuary city.

Council member Amadeo – thinks it's important that we at least go to the second step so that we have adequate information both from our legal counsel, from our police department and that way we can make an informed decision.

AMADEO/BROWN: that we at least go to the second step so that we have adequate information both from our legal counsel, from our police department and that way we can make an informed decision.

Council Member O'Connell – not in favor of placing this on a future agenda, city staff has more than enough to do presently and in the future. Thinks that this item should be placed on the 2018 election ballot for the citizen of Marina to vote on.

Mayor Delgado asked if the motion could be amended to: *invite staff to send the Council Members the link to the City of Seaside's council meeting where this was talked about and provide council with all the documents that the Seaside City Council had before them, should this item come back to us.*

Council Member Amadeo – that get it before the council but not before the public. We're using someone else's information and not dealing with our public and our city as an individual city with all its members. We are different from Seaside. I would not support amending my motion.

Substitute Motion

Brown/Delgado: that we proceed by having staff refer in an email, refer us to the specific website for Seaside City Council that addresses that issue; and include in the agenda packet those documents that Seaside had considered and consider making Howard Scherr's information available.

Mayor Delgado – expectation is that city staff would include in the agenda packet those documents that Seaside had considered and consider making Howard Scherr's information available. Asked if that be part of the motion

Modified Substitute Motion

Brown/Delgado: that we proceed by having staff refer in an email, refer us to the specific website for Seaside City Council that addresses that issue; and include in the agenda packet those documents that Seaside had considered and consider making Howard Scherr's information available. 2-3(Amadeo, Morton, O'Connell)-0-0 Substitute Motion Fails

Public Comments:

- Miriam Smith – Supports Marina becoming a sanctuary city and should move forward.
- Audra Walton – Support placing this issue on a future agenda.
- Howard Scherr – Supports and encourages Council to move forward with this item.
- Debby Draper – Not in favor of bring this back, no supporting documentation showing deportation in the U.S., more information is needed, should be a public vote on this matter.
- Steve Eckland – Fears people will be afraid to go to a police department if there is a serious problem and worry about being deported, we should think about it.
- Virgil Piper – Not in favor of staff spending time on this item to bring it back.
- Dawn Alva – believes this is an important subject and council should move forward in bring this back

Council Member Morton – Asked why we chose Seaside as a model city, not sure how thorough their research was. Wants our staff to answer questions about how they believe Marina might be impacted. Concerned about the motion being too simplified in our analysis. Thinks this is something we need to discuss but will require more information for us to be educated about it. Cannot support the substitute motion, staff need to be more educated than we are because they have more information on how we're dependent on the ramifications. Does not want council doing this before we finish the budget, before anything else that's been prioritized. Not against it coming back but needs more time and research and need to come back when we have a time possibly in October.

Council Member Amadeo – wanted to make it clear that her motion did not have a timeframe involved and didn't forbid our staff from looking at what other cities have done. This would be about gathering information so council can make an informed decision.

Council Member Morton asked the motion maker for a friendly amendment, that this not be prioritized over budget and other staff priorities.

Council Member Amadeo accepted friendly amendment and Mayor Pro-Temp Brown's Second still holds.

Mayor Delgado asked Council Member Amadeo to repeat her motion.

Restated Motion

AMADEO/BROWN: THAT WE DIRECT STAFF TO GATHER INFORMATION AS IT RELATES SPECIFICALLY TO THE CITY OF MARINA AND HOW IT RELATES TO US BECOMING A SANCTUARY CITY THE NEXT TIME WE DISCUSS THIS ISSUE BUT NO DATE CERTAIN. 4-1(O'Connell)-0-0 Motion Passes

12. COUNCIL & STAFF INFORMATIONAL REPORTS:**a. Monterey County Mayor's Association [Mayor Bruce Delgado]**

Mayor Delgado – on the agenda for this meeting was the appointment of members to the Monterey Bay Community Power and the Cities that share the peninsula vote appointed a primary and alternate. I motioned that we appoint myself as the primary and Gail Morton as the alternate and that was not accepted. What was accepted was me as the primary and Ralph Rubio, the Mayor of Seaside as the alternate. We attended the first meeting of the JPA, it was a very well attended meeting.

Council Member Morton stated that the City Manager remains on the Operating Board for the City Marina and will still have a representative there with Mayor at the Policy Board. Asked for the courtesy that she receive meeting notices.

City Manager Long provided update on the Operations Board. The City Manager from Gonzales is interested in being the Chair of this group. They have a big windmill in their city and strong about sustainable energy and we will be making that decision next week on that appointment. The City of Marina will represent the Peninsula Cities.

- 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.

City Attorney Rob Wellington – We are hoping to have the Cemex matter at your June 6, 2017 meeting.

Mayor Delgado – asked questions about the new roundabout. Indicated that there have been a few incidents where someone has driven through the middle, can we put something like boulders in the middle area? What is the status of the cross-walk lights? Cypress Tree replacement, can it be replaced with something native to Marina? VA Clinic opening August 3rd.

Brian McMinn, PW Director – The Cypress Tree will not be replaced with another Cypress. We are going to start out with something smaller and establish itself there. We do have a change order to the contractor for the some additional advance signing on all the lanes approaching the roundabout as a measure for warning motorist of the approach to the roundabout itself; reflectors will be placed on the curve at the center of the roundabout and as the vehicles are coming though it give them a little bit of runoff time through the landscaping itself as opposed to the crosswalk lights are on back order; trip hazard curbs have been painted to highlighted.

13. ADJOURNMENT: The meeting adjourned at 8:05 PM

Anita Sharp, Deputy City Clerk

ATTEST:

Bruce C. Delgado, Mayor

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 6, 2017

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-
AUTHORIZING STAFF TO SUBMIT A GRANT APPLICATION TO THE
CALIFORNIA COASTAL COMMISSION AND AUTHORIZE THE CITY
MANAGER TO EXECUTE THE APPLICATIONS, CONTRACTS,
AGREEMENTS, AND AMENDMENTS NECESSARY TO IMPLEMENT
THE GRANT APPLICATION PACKAGE**

REQUEST:

It is requested that City Council consider

1. Adopting Resolution No. 2017- authorizing staff to submit a grant application to the California Coastal Commission and authorize the City Manager to execute the applications, contracts, agreements, and amendments necessary to implement the grant application package.

BACKGROUND:

The City Council is asked to approve a grant application to the California Coastal Commission (CCC). If awarded, the grant will be used to prepare a comprehensive update to the City's Local Coastal Program (LCP).

The City's LCP was certified by the Coastal Commission in 1982 and has had only minor revisions and updates. The 35-year gap between this adoption and the present means that the city's LCP misses crucial opportunities for consistency with CCC guidance on topics such as coastal access and sea level rise. The coastal zone land use maps in the existing LCP do not recognize land use changes in the coastal zone nor a clear vision of the City for reuse of the CEMEX sand mine site. This leaves Marina with a guide to development in the coastal zone that does not include existing conditions, best practices, or available science about existing and future impacts.

With the availability of CCC guidance on sea level rise and a community that continues to be interested in how it can adapt to climate change, the City may complete technical studies and engage the community around the new sea level rise modeling and strategies to ensure the LCP is built on community consensus and best available practices. The City can build upon the existing LCP to incorporate a sea level rise assessment (vulnerability/risk assessments) and adaptation strategies. This grant funding provides an opportunity for the City to leverage the work already completed, and focus on building resiliency and consistency with the latest CCC guidance and conducting necessary community engagement.

Issuing coastal development permits is inefficient and problematic due to inconsistencies and old data contained in the General Plan, Zoning Ordinance, and LCP. Updating the LCP and actively engaging the public will achieve streamlined permit processing by providing a transparent framework and new regulations based on current best practices and updated technical data that will ensure that processing is consistent with the Coastal Act and CCC guidance. The existing LCP is dated and maps almost illegible, which is disorienting for project applicants and staff and leads to uncertainty and delays in the coastal development permit review and approval process.

In addition, the review process for amendments to existing Coastal Permits is unclear. This creates additional resource allocation for both City staff and the CCC, requiring extensive revisions to applications submitted to the City. By updating LCP policies to reflect new guidance and land use issues, City staff and the CCC can reduce the staff time necessary to analyze projects and process permits.

To complete the update, \$300,000 is requested from this year's CCC grant program. In addition, the City will offer \$75,000 in in-kind services for staff time and materials for project management and outreach. The total cost of the update is estimated at \$375,000.

No other funding sources have been identified or committed to date, and the City has not previously applied for grant funding to plan for sea level rise impacts. This grant application is the first submitted by the City of Marina to comprehensively address the threats to the community posed by climate change.

ANALYSIS:

This application is necessary to complete a comprehensive update to the LCP. As such, staff recommends approval of the grant application ("EXHIBIT A" to the Resolution).

FISCAL IMPACT:

It is estimated that the total cost for a comprehensive update to the certified LCP will be \$375,000. The grant application is requesting \$300,000 to hire a consultant to prepare the update. Staff will provide \$75,000 in staff time. Should full grant awards not be received by the Coastal Commission, staff will subsequently return to Council with a revised funding strategy and appropriation request.

ENVIRONMENTAL DETERMINATION

The City of Marina determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CCR, Title 14, Chapter 3 ("CEQA Guidelines), Article 20, Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or any reasonably foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

CONCLUSION:

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

Respectfully submitted,

Christy Hopper
Planning Services Manager
Community Development Department
City of Marina

REVIEWED/CONCUR:

J. Fred Aegerter, AICP
Community Development Director
Community Development Department
City of Marina

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2017-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AUTHORIZING STAFF TO SUBMIT A GRANT APPLICATION TO THE CALIFORNIA COASTAL COMMISSION AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE APPLICATIONS, CONTRACTS, AGREEMENTS, AND AMENDMENTS NECESSARY TO IMPLEMENT THE GRANT APPLICATION PACKAGE

WHEREAS, the Budget Act of 2016 provides \$550,000 for Coastal Commission grant in FY 16-17 to local governments to support Local Coastal Program (LCP) planning, and;

WHEREAS, the California Coastal Commission, under the authority of the California Coastal Act, may provide financial assistance to support coastal planning and has approved a competitive grant program to provide such financial assistance for LCP planning; and

WHEREAS, the goal of the grant program is to develop new or updated LCPs in conformance with the California Coastal Act and to reflect current circumstances and new scientific information, including new understandings and concern for the effects of climate change, and

WHEREAS, grant proposals submitted under this grant program must complete land use plan and/or zoning work to either achieve submittal for certification of a Local Coastal Program (LCP) or an Area of Deferred Certification (ADC) or of an LCP Amendment to significantly update a certified LCP or LCP segments, including with special emphasis on effects of climate change and sea-level rise;

WHEREAS, the City of Marina, has an effectively certified LCP; and

WHEREAS, the City of Marina, desires to pursue a project that would result in the completion and submittal for certification by the California Coastal Commission of an Amendment to update the LCP in whole;

WHEREAS, the City of Marina commits to and agrees to fully support a planning effort intended to update a certified LCP pursuant to the provisions of the California Coastal Act, with full public participation and coordination with the Coastal Commission staff.

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

1. Directs City of Marina staff to submit the grant application package attached hereto as Attachment 1 to the California Coastal Commission to provide financial and planning assistance, under authority of the California Coastal Act, in the amount of \$300,000 to fund the project more particularly described in the grant application package (“**EXHIBIT A**”).
2. Authorizes the City Manager to execute, in the name of the City of Marina, all necessary applications, contracts and agreements and amendments thereto to implement and carry out the grant application package attached hereto and any project approved through approval of the grant application.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June, 2017, 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 COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400
TDD (415) 597-5885



CALIFORNIA COASTAL COMMISSION

LCP PLANNING

GRANT APPLICATION FORM

MAY 30, 2017

APPLICANT INFORMATION

Applicant name (agency): City of Marina

Address: 211 Hillcrest Avenue, Marina, CA 93933

Contact name: Christy Hopper

Title: Planning Services Manager

Telephone: 831-884-1238

Fax: 831-384-0425

Email: chopper@cityofmarina.org

Federal Tax ID#: 94-2321991

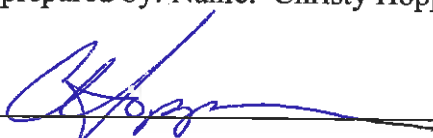
Person authorized to sign grant agreement and amendment:

Name: Layne Long

Title: City Manager

Application prepared by: Name: Christy Hopper

Title: Planning Services Manager

Signature: 

Date: Click here to enter a date.

PROJECT INFORMATION

Project title: City of Marina Local Coastal Plan Comprehensive Update

LCP/ LCP Segment: City of Marina (City Segment)

Project location: City / Geographic area: City of Marina

County: Monterey

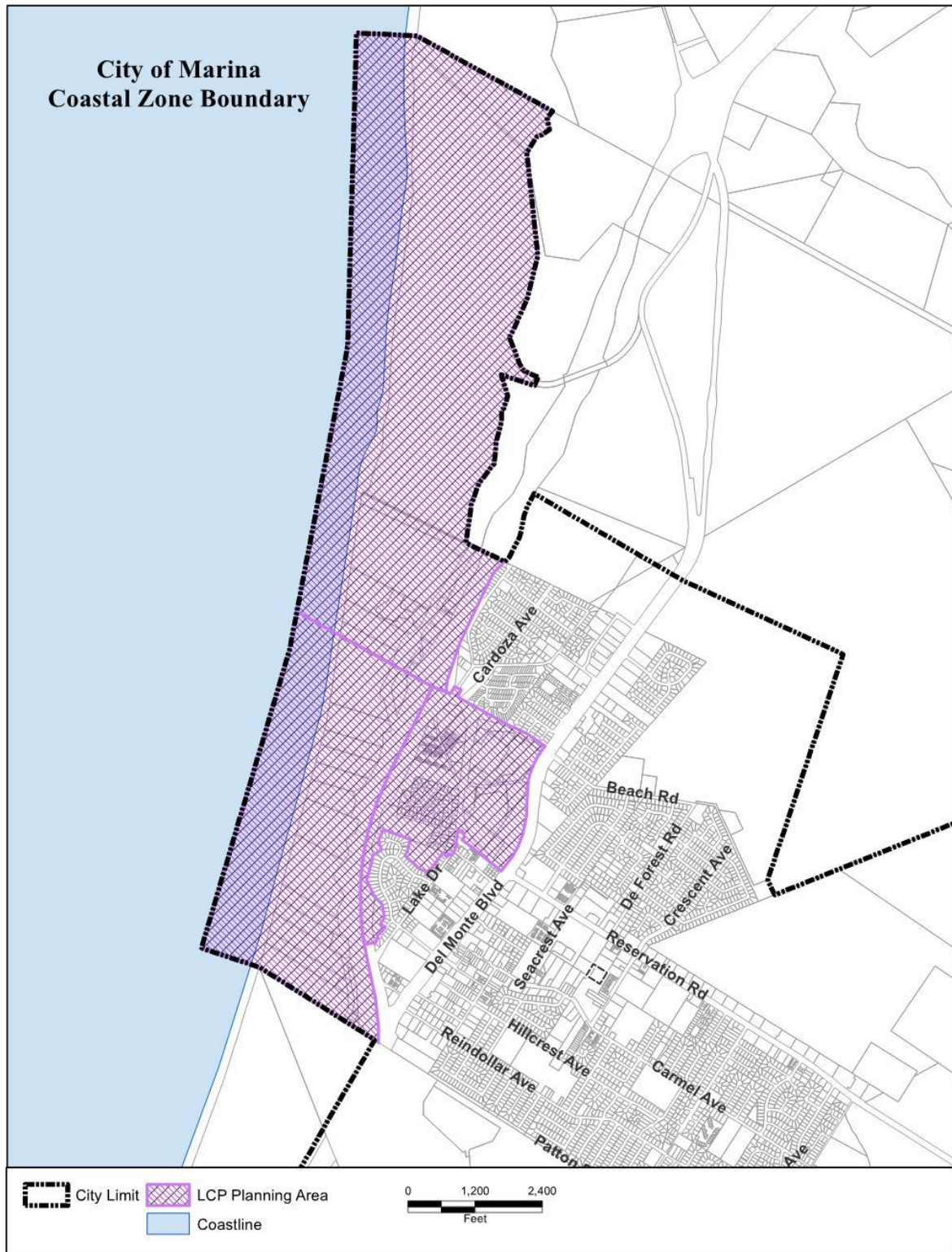
Project timeline: Start date: 12/1/2017

End date: 12/31/2019



MAPS AND PHOTOS

A map of the planning area is below.





APPLICATION MATERIALS

1. PROJECT DESCRIPTION.

The City of Marina proposes a comprehensive update to its certified Local Coastal Program (LCP), including both the Land Use and Implementation Plans to address sustainable development, increased opportunities for coastal access and public recreation, vulnerability to climate change and sea level rise, coastal erosion and conservation of coastal resources consistent with the California Coastal Commission's priorities and the City's General Plan. The California Coastal Commission certified the City's Local Coastal Program (LCP) in 1982 and a comprehensive review of the program has not been accomplished to date.

Of particular concern is the impact that the CEMEX sand mine, the last remaining coastal sand mine in the United States, is having on the eroding coast. The cessation of sand mining is listed as the highest priority Coastal Regional Sediment Management Plan prepared for the Association of Monterey Bay Area Governments in 2008. This update will redefine the vision of the city for the reuse of the CEMEX site if sand mining were to cease and include an evaluation of sand mining impacts on biological and mineral resources, appropriate zoning and alternative uses.

a. Goals and Objectives

Goal 1: Update the Local Coastal Program (LCP)

Objective: Execute a public outreach program that includes at least four public workshops (October 2018, November 2018, December 2018, January 2019), a web page, social media, and newsletters to obtain public input and update the public about upcoming meetings, draft documents, and the project's overall schedule and progress.

Objective: Prepare list of issues and updates reflective of the Coastal Act and the City's vision for its Coastal Zone. (October 2018)

Objective: Prepare draft LCP that implements the City's vision and the Coastal Act through updated LCP policies, programs, and figures, and provides an updated implementation plan to be incorporated into the zoning ordinance. (December 2019)

Goal 2: Obtain Coastal Commission certification of the Updated Local Coastal Program.

Objective: Meet with local Coastal Commission staff representative a minimum of seven times throughout the planning process to review issues and progress and identify and address issues early in the process.

Goal 3: Integrate Coastal Erosion and Sea Level Rise Strategies into the Local Coastal Program



Objective: Consider the studies created by the Southern Monterey Coastal Erosion Workgroup and incorporate into the Coastal Plan. Ensure consistency with larger regional vulnerability assessment efforts, including the Monterey Bay Sea Level Rise Vulnerability Assessment (2014). The vulnerability and risk assessments will be used to prioritize key areas with sea level rise strategies as part of the adaptation plan. Measure the degree of vulnerability posed to Marina’s social, economic, and physical coastal resources, including beaches, roadways, residences, businesses, sensitive habitat, and other critical infrastructure, by examining the risks and sensitivities associated with sea level rise, erosion, and coastal flooding. (October 2018)

Objective: Create parcel-specific maps that detail all risk factors such as sea level rise, tsunamis, and flooding, and conduct risk assessment to general City infrastructure, land uses and transportation corridors. (October 2018)

Objective: Create an adaptation plan that identifies effective shoreline accommodation, protection, and retreat strategies through sea level rise scenarios and community/stakeholder input. Once designed, the adaptation plan will be designed to work as a standalone strategic plan, including short-term prioritized actions and will include specific measures and language to be included in the City’s LCP. The adaptation plan will include the following components that the City will draw on to update its LCP: Existing Conditions Report, Key Asset Manager Surveys/Responses, Technical Studies, Adaptation Strategies, and Prioritized Implementation Plan. (April 2019)

b. Adopted Priorities and Criteria

i. Public Benefit Significance

A significant public benefit would be realized by studying and planning for the long-range impacts of climate change on Marina’s coastal resources. Understanding existing vulnerabilities in the face of future impacts and incorporating comprehensive adaptation actions into a robust LCP update will provide the City with the tools to protect residents, businesses, habitat and the character of the coastal community. The key benefits of incorporating a vulnerability assessment and adaptation plan into Marina’s local coastal plan are as follows:

Respond to climate change. The results of technical studies (vulnerability and risk assessments) conducted through the project will allow Marina to adequately prepare for sea level rise and climate change impacts. The project will identify policies that enhance the coastal zone’s adaptive capacity to climate change, through shoreline accommodation, protection, and/or retreat. The City may use tools such as overlay zoning, performance criteria, or other mitigation to anticipate future impacts from climate change.



Preserve and enhance coastal access. Beach access to the coastline is a crucial element of Marina's coastal character. These points have been surveyed and assessed as part of the original LCP, taking into account areas where additional infrastructure and facilities would support public access to the coast. Incorporating vulnerability assessment and adaptation plan findings into this analysis will allow the city to identify where coastal erosion and sea level rise may threaten coastal access. Identification of effective shoreline accommodation, protection, and retreat strategies will be developed to include coastal access considerations.

ii. Relative Need for LCP Amendment

The Marina LCP was adopted in 1982 and has had only minor revisions and updates. The 35-year gap between this adoption and the present means that the city's LCP misses crucial opportunities for consistency with California Coastal Commission (CCC) guidance on topics such as coastal access and sea level rise. The coastal zone land use maps in the existing LCP do not recognize land use changes in the coastal zone nor a clear vision of the City for reuse of the CEMEX sand mine site. This leaves Marina with a guide to development in the coastal zone that does not include existing conditions, best practices, or available science about existing and future impacts.

With the availability of CCC guidance on sea level rise and a community that continues to be interested in how it can adapt to climate change, the City wishes to complete technical studies and engage the community around the new sea level rise modeling and strategies to ensure the LCP is built on community consensus and best available practices. The City will build upon the existing LCP to incorporate a sea level rise assessment (vulnerability/risk assessments) and adaptation strategies. This grant funding provides an opportunity for the City to leverage the work already completed, and focus on building resiliency and consistency with the latest CCC guidance and conducting necessary community engagement.

iii. Addressing the Effects of Climate Change

This project will assess vulnerability and risk to key infrastructure and populations as a result of sea level rise, flooding, and erosion, and develop sea level rise strategies for inclusion in the Marina LCP. The city needs additional information on how sea level rise can worsen existing issues with coastal erosion and flooding. An increase in the mean high tide line leaves coastal infrastructure, beaches, key coastal access points, state and local transportation, utility infrastructure, homes, businesses, and parks vulnerable to inundation. The city will analyze and include existing studies on climate change, including studies created by the Southern Monterey Coastal Erosion Workgroup and the Monterey Bay Sea Level Rise Vulnerability Assessment.

iv. Likelihood of success/effectiveness

Marina has experienced extensive staff turnover and changes in leadership. These changes have delayed this critical LCP update; however, the city has increased its internal capacity by hiring new staff, including a Community Development Director,



Public Works Director, Planning Services Manager and City Manager that are committed to working with CCC staff to incorporate sea level rise analysis and strategies and updated land uses into the LCP and then submit for certification. Throughout the LCP update process, City of Marina staff will facilitate community and stakeholder outreach to obtain input on technical findings about vulnerability, risk, and adaptation approaches. This outreach will include conversations about accommodation, protection, and retreat scenarios, and will be able to focus on a comprehensive integration of LCP and adaptation topics into the larger conversations about land use in the city. The community is already aware of pending General Plan and LCP updates and there is a general base of knowledge, understanding and concern around some of the key issues, including coastal erosion and appropriate land uses in the coastal zone. The city will leverage this awareness and engage representatives from across the community and region, including Monterey County; the Cities of Seaside, Sand City, Monterey and Pacific Grove; environmental groups, the City of Marina businesses and residents.

v. Workload and Permit Streamlining

The City of Marina currently suffers inefficiencies in issuing coastal development permits due to inconsistencies and old data contained in the General Plan, Zoning Ordinance, and LCP. Updating the LCP and actively engaging the public will achieve streamlined permit processing by providing a transparent framework and new regulations based on current best practices and updated technical data that will ensure that processing is consistent with the Coastal Act and CCC guidance. The existing LCP is dated and maps almost illegible, which is disorienting for project applicants and staff and leads to uncertainty and delays in the coastal development permit review and approval process. In addition, the review process for amendments to existing Coastal Permits is unclear. This creates additional labor for both city staff and the CCC, requiring extensive revisions to applications submitted to the city. By updating LCP policies to reflect new guidance and land use issues, city staff and the CCC can reduce the staff time necessary to analyze projects and process permits.

vi. Project Integration/Leveraging/Matching Funds

To complete the update, \$300,000 is requested from the CCC in funding from this grant program. In addition, Marina is able to offer \$75,000 in in-kind services for staff time and materials for project management and outreach. The total cost of the update is estimated at \$375,000.

No other funding sources have been identified or committed to date, and the City has not previously applied for grant funding to plan for sea level rise impacts. This grant application is the first submitted by the City of Marina to comprehensively address the threats to the community posed by climate change.



2. TASK DESCRIPTIONS AND SCHEDULE.

A. TASK DESCRIPTIONS:

Task 1: The City will develop a robust public outreach program. The program will include at least four public workshops where the public will participate in hands-on/table top exercises. A sea-level rise walk will highlight for community participants areas where flooding is anticipated in the future to increase public awareness of the unique challenges that climate change pose for our community. The City will solicit stakeholders to help in this public outreach process (i.e. Monterey Bay National Marine Sanctuary (MBNMS)).

The City will also create a web page, social media interface, and newsletters to obtain public input and update the public about upcoming meetings, draft documents, and the project's overall schedule and progress.

Deliverables will include a sea level rise walk public event, web page, social media pages, newsletter template and community support strategy completed by January 2018.

Task 2: The City believes that early and regular interaction with the Commission is critical to project success. The City will participate in an initial meeting with its regional Commission contact to discuss the LUP update and the drafting of the plan. Initial meeting topics will include the scope and direction of the LCP update, boundary confirmation, primary coastal resources, specific planning issues, document format, and other issues that are important at the early stages of the project. The City intends to obtain Commission staff's early review and acceptance on the scope and to have a thorough understanding of Commission priorities to ensure that the LCP document, as reviewed and forwarded to the Coastal Commission by the City Council, will not require extensive revision and/or recirculation. Pending Commission staff availability, the City proposes to have a status check-in every other month with the Commission to monitor progress and ensure project success. The City will develop a regular coordination schedule with CCC staff with benchmarks for review of deliverables as outlined in the Schedule below.

Task 3: The first major project objective will be to develop an existing conditions and issues report for public review based on technical data, stakeholder input (NOAA, Coastal Commission staff, etc) and public workshops.

The report will include a land use and infrastructure inventory as well as major planning issues will be identified and explored such as the range of sea-level rise projections relevant to the planning area based on the 2012 National Research Council Report. These projections will be modified to account for local conditions. In addition, the City will utilize existing studies created by the Southern Monterey Coastal Erosion Workgroup and the Monterey Bay Sea Level Rise Vulnerability Assessment with additional review of the City's local asset vulnerability. This additional review will also incorporate new data generated by studies created as part of the City of Monterey the City of Pacific Grove's LCP updates (currently in draft format).



The project team will create parcel-specific maps that detail all risk factors such as inundation, storm flooding, wave impact, erosion, and tsunamis. These various risk factors will then be analyzed for their impact on coastal resources and development.

Deliverables will include an existing conditions and issues report and web-based community questionnaire completed by October 2018.

Task 4: The second project objective will be to draft vision and specific goals regarding coastal erosion, sea level rise, public access, sensitive habitat, land uses and reuse of the CEMEX sand mine. This work will include a public workshop, subcommittee meeting, and meeting with coastal staff. The Planning Commission and City Council will also be asked to accept the vision and goals. Deliverables will include a vision, goals, and objectives report completed by December 2018.

Task 5: The third project objective is to prepare an Adaptation Plan and report that will analyze a variety of approaches to sea level rise and coastal erosion (including coastal erosion resulting from sand mining), identify priorities, consider pro and cons, an economic analysis to evaluate costs versus benefits and then identifies a preferred set of strategies.

The project alternatives will be presented at a public workshop where participants will provide feedback through tabletop exercises. The Planning Commission and City Council will also be asked to approve a preferred alternative. Deliverables will include an alternatives report completed by March 2019.

Task 6: The project team will prepare the LCP based on the extensive input provided during the earlier project tasks. This project stage will include multiple meetings with the Coastal Commission staff as well as Planning Commission/City Council review. Deliverables will include the LCP completed by December 2019.

B. SCHEDULE:

Proposed starting date: 12/1/2017

Estimated completion: 12/31/2019

WORK PROGRAM

Tasks	Projected Start/ End Dates
Task 1. Identify Stakeholders and Develop Outreach Program	December 1, 2017
1.1 Establish Subcommittee and Define Stakeholders	
1.2 Meet with Coastal Staff #1	
1.2 Establish email notification lists, and identify key links to community cross sections to facilitate information flow and participation	



1.3 Create web page	
1.4 Create social media platforms and newsletter template	
1.5 Create web-based community questionnaire	
Outcome Deliverables: Web Page, Social Media Pages, Newsletter Template, Community support strategy	January 1, 2018
Task 2. Coordination with Coastal Commission Staff	December 1, 2017 through Certification
Task 3. Identify Existing Conditions, Issues	
2.1 Conduct land use and infrastructure inventory; determine range of sea-level rise projections relevant to the planning area (2012 NRC Report) and modify those projections to account for local conditions; identify potential physical sea-level rise impacts (inundation, storm flooding, wave impacts, erosion and saltwater intrusion into freshwater resources, etc.); and assess potential risks from sea-level rise to coastal resources and development.	
2.2 Draft Existing Conditions Report	
2.3 Meet with Coastal Staff #2 – review report, identify issues	
2.4 Subcommittee Meeting #1 – review report, identify issues	
2.5 Workshop #1 – review EC report, identify issues	
2.6 Conduct stakeholder interviews as needed	
2.7 Post web-based community questionnaire	
2.9 Report progress to City Council and Planning Commission and receive input	
2.10 Report progress to Coastal Staff and receive input	
Outcome/Deliverables: Existing Conditions Report, Web-Based Community Questionnaire	October 1, 2018
Task 4. Establish Vision, Goals, and Objectives	
3.1 Draft Vision and Goals based on issue identification	
3.2 Meet with Coastal Staff #3	
3.3 Workshop #2 – Review vision and goals, define alternatives	
3.4 Subcommittee Meeting #2 – Review refined vision, goals, define alternatives	
3.5 Meet with Coastal Staff #4	
3.6 Pursue Council and Planning Commission acceptance of vision and goals,	
Outcome/Deliverables: Vision, Goals and Objectives Report	December 1, 2018
Task 5: Prepare Adaptation Plan and Report	
4.1 Develop alternatives for Local Coastal Program, including adaption measures and LCP policies addressing climate change	
4.2 Meet with Coastal Staff #5	
4.3 Workshop #3 – Review alternatives select preferred	



4.4 Subcommittee Meeting #3 to review preferred alternative	
4.5 Solicit Planning Commission recommendation on preferred alt.	
4.6 Pursue Council acceptance of preferred alternative	
Outcome/Deliverables: Adaptations Plan and Report	March 1,2019
Task 6: Develop Policies, Programs, and Implementation	
5.1 Develop draft Local Coastal Program	
5.2 Refine Local Coastal Program	
5.3 Meet with Coastal Staff #6	
5.4 Subcommittee Meeting #4	
5.5 Workshop #4	
5.6 Study session on draft Local Coastal Program	
5.7 Solicit Planning Commission acceptance of project description	
5.8 Meet with Coastal Staff #7	
5.9 Planning Commission recommendation	
5.10 Pursue Council Adoption	
5.11 Coastal Commission review and certification	
Outcome/Deliverables: Draft LCP and Final LCP	December 31, 2019

BENCHMARK SCHEDULE

ACTIVITY	COMPLETION DATE
Web Page, Social Media Pages, Newsletter Template	1/1/2018
Existing Conditions Report, Web Based Community Questionnaire	10/1/2018
Vision, Goals, and Objectives Report	12/1/2018
Adaptation Plan and Report	3/1/2019
Develop Policies, Programs, and Implementation	12/31/2019

3. **BUDGET.** Please include a task-by-task budget for both County/City staff labor and for potential consultants. Budget detail on sub-tasks is not necessary. Note that consultant costs must be listed by task and must include all costs relating to consultant labor, travel, supplies, overhead, etc. If consultants will be hired at a later date, please include a budget estimate per task that can be updated after hiring the consultants.



APPLICATION BUDGET INFORMATION

Funding Request: \$300,000.00

Total Project Cost: \$375,000

	CCC Grant Total	Match (In-Kind Services)	Other Funds (General Fund)	Total (LCP Grant Funds + Match/ Other Funds)
LABOR COSTS¹				
City Staff Labor				
Task 1 – Identify Stakeholders and Develop Outreach Program		\$2,000		\$2,000
Task 2 – Identify Existing Conditions, Issues		\$10,000		\$10,000
Task 3 – Establish Vision, Goals, and Objectives		\$8,000		\$8,000
Task 4 – Develop Alternatives		\$9,000		\$9,000
Task 5 – Develop Policies, Programs, and Implementation		\$15,000		\$15,000
Total Labor Costs		\$44,000		\$44,000
DIRECT COSTS				
City Staff Project Supplies				
Task 1 – Identify Stakeholders and Develop Outreach Program		\$1,000		\$1,000
Task 2 – Identify Existing Conditions, Issues		\$1,000		\$1,000
Task 3 – Establish Vision, Goals, and Objectives		\$1,000		\$1,000
Task 4 – Develop Alternatives		\$1,000		\$1,000

¹ Amount requested should include total for salary and benefits.



	CCC Grant Total	Match (In-Kind Services)	Other Funds (General Fund)	Total (LCP Grant Funds + Match/ Other Funds)
Task 5 – Develop Policies, Programs, and Implementation		\$1,000		\$1,000
Total		\$5,000		\$5,000
City Staff Travel In State²				
Mileage		\$1,000		\$1,000
Hotel, etc.				
Total		\$1,000		\$1,000
Consultants³				
Consultant - TBD				
Task 1 – Identify Stakeholders and Develop Outreach Program	\$15,000			\$15,000
Task 2 – Identify Existing Conditions, Issues	\$65,000			\$65,000
Task 3 – Establish Vision, Goals, and Objectives	\$60,000			\$60,000
Task 4 – Develop Alternatives	\$90,000			\$90,000
Task 5 – Develop Policies, Programs, and Implementation	\$70,000		\$25,000	\$95,000
Total				
Total Direct Costs	\$300,000	\$6,000	\$25,000	\$331,000
OVERHEAD/INDIRECT COSTS⁴				
Total City Staff Overhead/Indirect Costs				
TOTAL PROJECT COST	\$300,000	\$50,000	\$25,000	\$375,000

² Travel reimbursement rates are the same as similarly situated state employees.

³ All consultants must be selected pursuant to a bidding and procurement process that complies with all applicable laws.

⁴ Indirect costs include, for example, a pro rata share of rent, utilities, and salaries for certain positions indirectly supporting the proposed project but not directly staffing it. Amount requested for indirect costs should be capped at 10% of amount requested for "Total Labor."



4. **A RESOLUTION FROM THE APPLICANT’S GOVERNING BODY.** Please submit a resolution that contains the following authorizations: 1) authority to submit the proposal, 2) authority to enter into a grant agreement with the California Coastal Commission if the grant is awarded, and 3) designation of the applicant’s authorized representative (name and title). A sample resolution is provided as Attachment A. Resolutions should also contain clear statements of commitment to full completion of the intended grant process, including submission of applicable LCP products (LCP submittal or amendment) to the Commission for review.

SUBMISSION DATES

Applications are due May 31, 2017. Application packets must be RECEIVED by 5pm May 31, 2017. Proposals must be emailed or mailed; faxed responses will not be considered.

If the governing body of an applicant cannot adopt a resolution similar to Attachment A of the application by this date, the applicant can submit the proposal with a draft resolution, provide a date for when the governing body will consider adoption of the resolution and **submit the adopted resolution by 5pm June 30, 2017**. All other materials must be submitted by the May 31, 2017 deadline. Applications will not be deemed complete until an adopted resolution is received. **Applications that do not contain a final, adopted resolution by June 30, 2017 will not be considered for funding.**

The Commission anticipates awarding the fourth round of grants in August of 2017.

SUBMISSION REQUIREMENTS

Please submit the completed application form, including all attachments, via email to LCPGrantProgram@coastal.ca.gov. Please submit all application materials as **a single PDF file AND submit the Project Description, Task Descriptions, Schedule, and Budget as a Word document.** See Attachment B for a checklist of required application materials.

If you are unable to submit via email, you may mail a CD and hard copy to the Coastal Commission:

Daniel Nathan
Coastal Program Analyst - LCP Grants
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105



415-904-5251

Please note: all information that you submit is subject to the unqualified and unconditional right of the Coastal Commission to use, reproduce, publish, or display, free of charge. All documents submitted will be considered a public record upon submittal. Please indicate if credit is requested for any of the photos and/or maps.

QUESTIONS

Coastal Commission staff are pleased to assist local governments during preparation of LCP grant applications. Please send questions on the grant application process to:

Daniel Nathan, at LCPGrantProgram@coastal.ca.gov, or call **(415) 904-5251**.

Questions regarding the LCP process and update approach should be directed to the LCP grant coordinator for Northern or Southern California. For Northern California counties (Del Norte through San Luis Obispo), please contact **Kelsey Ducklow** at: Kelsey.Ducklow@coastal.ca.gov or call **(415) 904-2335**. For Southern California counties (Santa Barbara through San Diego), please contact **Carey Batha** at: Carey.Batha@coastal.ca.gov or call **(415) 904-5268**

For District-specific questions, contact information for each district office is listed below.

North Coast (Del Norte, Humboldt, Mendocino Counties)

- Alison Dettmer, Deputy Director
Email: Alison.Dettmer@coastal.ca.gov, Phone: (415) 904-5200
- Bob Merrill, District Manager
Email: Bob.Merrill@coastal.ca.gov, Phone: (707) 826-8950

North Central Coast (Sonoma, Marin, San Francisco, San Mateo Counties)

- Dan Carl, Deputy Director
Email: Dan.Carl@coastal.ca.gov, Phone: (831) 427-4863
- Nancy Cave, District Manager
Email: Nancy.Cave@coastal.ca.gov, Phone: (415) 904-5260

Central Coast (Santa Cruz, Monterey, San Luis Obispo Counties)

- Dan Carl, Deputy Director
Email: Dan.Carl@coastal.ca.gov, Phone: (831) 427-4863



- Susan Craig, District Manager
Email: Susan.Craig@coastal.ca.gov, Phone: (831) 427-4863

South Central Coast (Santa Barbara and Ventura Counties, and the Malibu portion of Los Angeles Counties)

- Steve Hudson, Deputy Director
Email: Steve.Hudson@coastal.ca.gov, Phone: (805) 585-1800
- Barbara Carey, District Manager
Email: Barbara.Carey@coastal.ca.gov, Phone: (805) 585-1800

South Coast (Los Angeles (except Malibu) and Orange Counties)

- Karl Schwing, Deputy Director
Email: Karl.Schwing@coastal.ca.gov, Phone: (562) 590-5071
- Teresa Henry, District Manager
Email: Teresa.Henry@coastal.ca.gov, Phone: (562) 590-5071

San Diego (San Diego County)

- Karl Schwing, Deputy Director
Email: Karl.Schwing@coastal.ca.gov, Phone: (619) 767-2370
- Deborah Lee, District Manager
Email: Deborah.Lee@coastal.ca.gov, Phone: (619) 767-2370



ATTACHMENT A

RESOLUTION NO. 2017-

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-AUTHORIZING STAFF TO SUBMIT A GRANT APPLICATION TO THE CALIFORNIA COASTAL COMMISSION AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE APPLICATIONS, CONTRACTS, AGREEMENTS, AND AMENDMENTS NECESSARY TO IMPLEMENT THE GRANT APPLICATION PACKAGE

WHEREAS, the Budget Act of 2016 provides \$550,000 for Coastal Commission grant in FY 16-17 to local governments to support Local Coastal Program (LCP) planning, and;

WHEREAS, the California Coastal Commission, under the authority of the California Coastal Act, may provide financial assistance to support coastal planning and has approved a competitive grant program to provide such financial assistance for LCP planning; and

WHEREAS, the goal of the grant program is to develop new or updated LCPs in conformance with the California Coastal Act and to reflect current circumstances and new scientific information, including new understandings and concern for the effects of climate change, and

WHEREAS, grant proposals submitted under this grant program must complete land use plan and/or zoning work to either achieve submittal for certification of a Local Coastal Program (LCP) or an Area of Deferred Certification (ADC) or of an LCP Amendment to significantly update a certified LCP or LCP segments, including with special emphasis on effects of climate change and sea-level rise;

WHEREAS, the City of Marina, has an effectively certified LCP; and

WHEREAS, the City of Marina, desires to pursue a project that would result in the completion and submittal for certification by the California Coastal Commission of an Amendment to update the LCP in whole;

WHEREAS, the City of Marina commits to and agrees to fully support a planning effort intended to update a certified LCP pursuant to the provisions of the California Coastal Act, with full public participation and coordination with the Coastal Commission staff.

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

1. Directs City of Marina staff to submit the grant application package attached hereto as Attachment 1 to the California Coastal Commission to provide financial and planning assistance, under authority of the California Coastal Act, in the amount of \$300,000 to fund the project more particularly described in the grant application package (“**EXHIBIT A**”).



2. Authorizes the City Manager to execute, in the name of the City of Marina, all necessary applications, contracts and agreements and amendments thereto to implement and carry out the grant application package attached hereto and any project approved through approval of the grant application.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June, 2017, 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



ATTACHMENT B - APPLICATION CHECKLIST

A complete Grant Application Packet includes the following components. Please submit all documents in a single PDF file and the Project Description, Task Descriptions, Schedule, and Budget as a Word document, as noted below. **It is very important to receive the PDF file and a Word document for efficiency in preparing grant agreement documents.** Thank you for your attention to these important components of the application.

X Signed LCP Grant Application Form (.pdf)

X Project Description (.doc)

X Task Descriptions, Schedule, and Budget (.doc)

☐ Signed Resolution (.pdf) (**TO FOLLOW BEFORE JUNE 30, 2017**)

X All documents combined into a single PDF file (.pdf)

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 6, 2017

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-,
APPROVING PARTICIPATION IN THE INSTITUTE FOR LOCAL
GOVERNMENT'S RECOGNITION PROGRAM, THE BEACON PROGRAM.**

REQUEST:

It is requested that City Council consider:

1. Adopting Resolution No. 2017-, supporting the City of Marina's participation in the Institute for Local Government's Beacon Program, an ongoing achievement recognition program that awards participating agencies for accomplishments as they work to achieve long term greenhouse gas reductions, energy savings, and sustainability goals.

BACKGROUND:

In 2009, the City of Marina in partnership with AMBAG Energy Watch created the Marina 2005 Community Wide Baseline Greenhouse Gas Inventory. This was done using statewide GHG inventorying best practices and using the most up to date ICLEI greenhouse gas inventorying tool. In 2011, the same process was completed to create the Marina 2010 Community Wide Greenhouse Gas Inventory. At that time, the 2005 inventory was updated to reflect changes in inventorying best practices.

The City of Marina over the years has implemented plans and policies aimed at making city operations more efficient and environmentally friendly. These activities include:

- Lighting upgrades throughout the City converting many lights to LED's;
- Conversion of street lights to LED;
- Participating in local and regional energy and climate forums;
- Adopting an ordinance that prohibits polystyrene materials for take-out food applications, and other waste reduction activities;
- Adopting an ordinance banning the use of plastic gas in retail locations;
- Installation of two electric vehicle charging stations at City Hall and encouraging electric vehicle charging stations at the Cinemark Theatre and fast casual food establishments;
- Purchase of hybrid vehicles for the City pool car.

The City of Marina through its efforts has succeeded in significantly reducing energy use throughout its facilities and has also reduced community-wide GHG's. These are major accomplishments that the AMBAG Energy Watch wants to recognize the City of Marina for achieving.

ANALYSIS:

The Beacon Program is a statewide program that provides support and recognition to California cities and counties that are working to reduce greenhouse gas emissions, save energy, and adopt policies and programs that promote sustainability.

The Beacon Program provides a framework for local governments to share best practices that create healthier, more efficient vibrant communities. The program honors voluntary efforts by local governments to reduce greenhouse gas emissions, save energy and adopt policies that promote sustainability.

The Beacon Program is sponsored by the Institute for Local Government and the Statewide Energy Efficiency Collaborative. Beacon Program participants receive valuable support and encouragement from the Institute for Local Government and its non-profit and utility partners. The team helps local governments apply sustainability best practices and collect and organize data to advance participants' achievements within the program's five areas of accomplishment: agency GHG reductions; community GHG reductions; agency energy savings; natural gas savings; and sustainability best practice activities.

In order to participate in the Beacon Program, cities and counties must complete a simple application and do the following:

- Adopt a resolution by the governing body committing the agency to participate in the program;
- Designate a lead staff person as a point of contact;
- Prepare, or commit to prepare, a baseline greenhouse gas emissions inventory for agency facilities and the community as a whole;
- Prepare, or commit to prepare, a climate action plan that includes actions in each of the Best Practice Areas;
- Work to achieve specified measurable greenhouse gas reductions and energy savings in agency facilities, and achieve measurable greenhouse gas reductions and promote energy conservation activities in the community.

The Institute for Local Government provides resources and technical support to assist participants in the Beacon Program. Additional detailed information about the program can be found at www.ca-ilg.org/BeaconAward.

Previous actions by the City, along with measureable energy and greenhouse gas emission reductions will qualify the City of Marina for recognition through the Beacon Program. In addition to the valuable recognition, the City of Marina will benefit from the publicity and sharing of sustainability best practices which are all part of the program.

EXHIBIT A shows City of Marina energy efficiency projects that have earned Marina the Gold Beacon Spotlight Award for energy savings achieved in municipal facilities.

EXHIBIT B is a draft of the City of Marina Greenhouse Gas Emissions Inventory 2005 Baseline Report.

FISCAL IMPACT:

There are no costs associated with the Program. Program participation is voluntary. Participating in the program may increase the City's competitiveness for future state or other grant funding.

CONCLUSION:

Staff recommends that the Council adopt the attached Resolution approving participation in the Institute for Local Government's Beacon Program.

Respectfully submitted,

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2017-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
APPROVING PARTICIPATION IN THE INSTITUTE FOR LOCAL GOVERNMENT'S
RECOGNITION PROGRAM, THE BEACON PROGRAM

WHEREAS, the City of Marina is leading by example by adopting innovative sustainability programs and policies, including working with community residents, businesses and others, and;

WHEREAS, the City of Marina is undertaking policies, programs and activities to reduce greenhouse gas emissions and save energy, and;

WHEREAS, these policies, programs and activities conserve natural resources, save energy and money, and promote sustainable land use and transportation planning in the community, and;

WHEREAS, the City of Marina wishes to expand these activities, share its experiences with other communities, and be recognized for its accomplishments, and;

WHEREAS, the Beacon Program is a voluntary program of the Institute for Local Government, the non-profit research and education affiliate of the California State Association of Counties and the League of California Cities, and;

WHEREAS, the Beacon Program recognizes and celebrates achievements of cities and counties that reduce greenhouse gas emissions and save energy, and;

WHEREAS, participating in the Beacon Program is an opportunity for the City of Marina to be recognized for its efforts to promote sustainability, reduce greenhouse gas emissions and save energy.

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

1. The City of Marina agrees to participate in the Beacon Program;
2. The City of Marina will work towards achieving the Silver, Gold and/or Platinum Beacon Award levels.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June 2017, 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 Energy Efficiency Projects Completed

Location	Project Description	Energy Savings (kWh)	Annual Cost Aversion*
Marina	City Hall	62,952.78	\$ 7,554.33
	Council Chambers Building	5,798.00	\$ 695.76
	Police & Fire Public Safety	43,609.79	\$ 5,233.17
	Community Center	249.07	\$ 29.89
	Corporate Yard	29,900.93	\$ 3,588.11
	Marina Airport Admin Building #520	3,296.52	\$ 395.58
	Marina Airport Carpenter Union	65,624.41	\$ 7,874.93
	Marina Airport Desert Star Syst	66,210.75	\$ 7,945.29
	Marina Airport Fire Station #514	11,118.75	\$ 1,334.25
	Marina Airport Hanger Building #510	33,624.25	\$ 4,034.91
	Marina Airport Hanger Building #524	21,431.62	\$ 2,571.79
	Marina Airport Hanger Building #533	3,788.63	\$ 454.64
	Marina Airport Integrated #527	90,854.78	\$ 10,902.57
	Marina Airport Thermo Stone # 521	27,190.78	\$ 3,262.89
	Planning Dept Bldg	1,289.60	\$ 154.75
	Marina Airport Control Tower	6,450.27	\$ 774.03
	Marina Airport Restaurant #529	17,474.48	\$ 2,096.94
	Marina Airport Sculpture Center	88,140.88	\$ 10,576.91
		579,006.29	\$ 69,480.75

City of Marina (DRAFT)

Greenhouse Gas Emissions Inventory 2005 Baseline Report



Narrative Report

Produced by the Association of Monterey Bay Area Governments
Energy Watch Program
In Collaboration with Pacific Gas and Electric Company and
ICLEI-Local Governments for Sustainability USA

Table of Contents

Table of Contents	i
Tables and Figures.....	iii
List of Tables.....	iii
List of Figures	iv
1. Introduction	1
1.1. AMBAG Energy Watch and Climate Action Planning	2
1.2. Climate Change Background	3
1.3. California Legislation.....	4
AMBAG and SB 375	4
1.4. Climate Change Mitigation Activities in California.....	4
2. Methodology	6
2.1. Greenhouse Gas Emissions Inventory Protocols	6
2.1.1. Community Emissions Protocol	6
2.1.2. Local Government Operations Protocol	6
2.2. Quantifying Greenhouse Gases Emissions.....	7
2.2.1. Establishing a Base Year	7
2.2.2. Establishing Boundaries	7
2.2.3. Emission Types.....	7
2.2.4. Quantification Methods	8
2.2.5. CACP 2009 Software.....	9
2.3. Evaluating Emissions	9
2.3.1. Emissions by Scope.....	9
2.3.2. Emissions by Sector	11
3. Community Emissions Inventory Results	12
3.1. Emissions by Scope	12
3.2. Emissions by Sector.....	15
3.2.1. Residential	16
3.2.2. Commercial / Industrial	17
3.2.3. Transportation.....	19
3.2.4. Waste.....	20
3.2.5. Aviation	20
3.3. Per Capita Emissions	20
3.4. Community Emissions Forecast.....	21
3.4.1. Residential	22
3.4.2. Commercial / Industrial	22
3.4.3. Transportation.....	22
3.4.4. Solid Waste Generation	23
4. Government Operations Emissions Inventory Results	24

4.1 Summary by Sector	25
4.2 Summary by Source	27
4.3 Summary of Energy-Related Costs	28
4.4 Detailed Sector Analyses	28
4.4.1 Buildings and Other Facilities.....	28
4.4.2 Streetlights, Traffic Signals, and Other Public Lighting	30
4.4.3 Water Transport.....	31
4.4.4 Vehicle Fleet and Mobile Equipment.....	32
4.4.5 Government-Generated Solid Waste	33
4.4.6 Employee Commute	34
5. Conclusion.....	38
6. Appendices	39
6.1. Appendix A - Detailed Community Greenhouse Gas Emissions in 2005.....	39
6.2. Appendix B - Residential Sector Notes.....	40
6.3. Appendix C - Commercial / Industrial Sector Notes	41
6.4. Appendix D - Transportation Sector Notes.....	42
D.1 VMT Data Collection	42
D.2 Emissions Calculations	42
6.5. Appendix E - Waste Sector Notes.....	43
6.6. Appendix F - Forecast Tables	44
6.7. Appendix G – Community Inventory Methodology	46
G.1 Overview of Inventory Contents and Approach	46
G.2 Emissions Forecast.....	47
G.3 The Built Environment: Residential, Commercial, and Industrial Sectors.....	47
G.4 Transportation	48
G.5 Solid Waste.....	48
G.6 Wastewater	49
6.7. Appendix H – Local Government Operations Protocol	50
H.1 Local Government Operations Protocol	50
H.2 Baseline Years	54
6.11. Appendix I – Local Government Operations Standard Report.....	55
6.11. Appendix J – Local Government Employee Commute Sector Notes	60
6.14. Appendix K – Government-Generated Solid Waste Methodology	71
K.1 Estimating Waste Tonnages from City of Marina’s Operations.....	71
K.2 Emissions Calculation Methods.....	71
6.15. Appendix L – Conducting a Monitoring Inventory	72
L.1 ICLEI Tools for Local Governments	72
L.2 Relationship to Other Monterey Bay Area Local Government Inventories	73
L.3 Improving Emissions Estimates	73
L.4 Conducting the Inventory	74
6.16. Appendix M – Local Government Operations Inventory Credits and	
Acknowledgements	77
2009 AMBAG Board of Directors	77
Other Credits and Acknowledgments.....	80
6.15. Appendix N – Community-Wide Inventory Credits and Acknowledgements.....	81
2010 AMBAG Board of Directors	81
2010 AMBAG Participating Jurisdictions.....	82
2010 Jurisdictional Staff.....	83

Tables and Figures

List of Tables

#	Section	Title
1	2.2.3	Greenhouse Gases
2	2.2.4	Basic Emissions Calculations
3	2.3.2	Community and Municipal Sectors
4	3.1	Scopes and Sectors Included in Marina Community Inventory
5	3.1	Community GHG Emissions per Sector per Scope (metric tons of CO ₂ e)
6	3.1	Community Scope 1 GHG Emissions (metric tons CO ₂ e)
7	3.1	Community Scope 2 GHG Emissions (metric tons CO ₂ e)
8	3.2	Community GHG Emissions by Sector (metric tons CO ₂ e)
9	3.2.1	Marina 2005 Greenhouse Gas Emissions per Household
10	3.2.1	Residential Emissions by Source
11	3.2.2	Commercial / Industrial Emissions by Source
12	3.2.3	Transportation Emissions by Road Type
13	3.3	Marina 2005 Greenhouse Gas Emissions per Capita
14	3.4	Community Emissions Growth Projections by Sector
15	4.0	Emissions by Inventory Boundary
16	4.1	Government Operations Emissions by Sector
17	4.1	Government Operations Emissions by Source
18	4.2	Marina Energy Costs by Sector
19	4.3	Energy Use and Emissions from Buildings and General Facilities
20	4.4.1	Energy Use and Emissions from Public Lighting
21	4.4.2	Energy Use and Emissions from Water Transport Equipment
22	4.4.3	Vehicle Fleet and Mobile Equipment Emissions
23	4.4.4	Emissions from Government-Generated Solid Waste
24	4.4.5	Emissions from Employee Commutes
25	4.4.6	Distance, Time to Work and Cost of Employee Commutes

List of Figures

#	Section	Figure Title
1	3.1	Community GHG Emissions by Scope
2	3.1	Community Scope 1 GHG Emissions
3	3.1	Community Scope 2 GHG Emissions
4	3.2	Community GHG Emissions by Sector
5	3.2.1	Residential Emissions by Source
6	3.2.2	Commercial / Industrial Emissions by Source
7	3.2.3	Transportation Emissions by Road Type
8	3.4	Community Emissions Forecast for 2020
9	4.0	Emissions by Inventory Boundary
10	4.1	2005 City of Seaside Government Operations Emissions by Sector
11	4.2	2005 City of Seaside Government Operations Emissions by Source
12	4.4.1	Emissions from Buildings and General Facilities
13	4.4.1	Emissions from Buildings and General Facilities by Source
14	4.4.5	Emissions from Government-Generated Solid Waste
15	4.4.6	Employee Commute Modes
16	4.4.6	Employee Commute Distance to Work

1. Introduction

The tri-county region served by the Association of Monterey Bay Area Governments (AMBAG) is made up of 21 unique local jurisdictions within Monterey, San Benito, and Santa Cruz counties. Each jurisdiction has its own unique set of resources and challenges, reflective of demographics, major industries, and geographic location. In 2009 and the years leading up to it, many jurisdictions had expressed a desire to address the issue of climate change and greenhouse gases in the region; however, due to budgetary and staffing constraints, most local governments lacked the ability and expertise to act on their own.

In order to address this need, AMBAG Energy Watch designed a three phase program (see below for explanation) to assist jurisdictions with what has become known as “climate action planning.” A climate action plan (CAP) is a local strategy implemented by a jurisdiction to reduce GHG emissions from their community and government operations through a variety of measure which will be discussed later in this document. Before a jurisdiction can draft a CAP, however, it must first quantify its GHG emissions in a logical, organized fashion that identifies sources and relative magnitudes of emissions to inform the climate action planning process. The product of this quantification exercise is called a greenhouse gas inventory. The following GHG inventory is a detailed report of emissions from the City of Marina occurring in the year 2005. This year has been widely accepted as the baseline year, by which all future GHG emission reductions (or increases) should be measured against.

In developing a program to address AMBAG jurisdictions’ climate action planning processes, AMBAG Energy Watch had the following goals:

- Work together as a region to establish a baseline local government operations greenhouse gas inventory for 100% of the jurisdictions within the AMBAG region by December, 2009 (Three of these jurisdictions already had reporting systems in place prior to the development of this program)
- Establish a baseline community-wide greenhouse gas inventory for 100% of AMBAG jurisdictions by December, 2010. Two jurisdictions had reporting systems in place prior to the development of this program
- Build capacity within jurisdictions by training staff to gather and condition source data, calculate emissions, and complete the official reporting template for the California Air Resources Board (CARB)
- Build capacity within jurisdictions so that local government staff can complete future updates of their GHG inventories
- Provide green job training at a very high skill level to graduate students so that they will be better able to serve the region and the state as professionals upon graduation

- Complete the work at no charge to any of the participating jurisdictions
- Take advantage of economies of scale for cost-effectiveness by working with all jurisdictions simultaneously

This report quantifies GHG emissions from the community of Marina. The overall results can be seen in detail in Chapter 3. Chapter 4 provides an in-depth look at GHG emissions from the City of Marina's government operations. While the community-scale inventory quantifies *total* emissions (including those from government operations), the local government operations inventory "zooms in" on those emissions occurring as a result of the City's government operations alone. Thus, the two emissions figures contained in chapters 3 and 4 cannot be summed to reach the "total" GHG emissions.

1.1. AMBAG Energy Watch and Climate Action Planning

The AMBAG Energy Watch program is a local government partnership between AMBAG and the Pacific Gas and Electric Company (PG&E).¹ The goal of Energy Watch is to promote energy efficiency and climate action planning throughout the tri-county region. The program has served the many diverse communities in the AMBAG territory through various programs including:

- Direct installation of energy efficiency measures in municipal buildings, non-profit organizations, school districts, and the hospitality industry
- Municipal Customized Retrofit Program
- American Recovery and Reinvestment Act (ARRA) Energy Efficiency and Conservation Block Grant (EECBG) Technical Assistance to jurisdictions
- Free home energy surveys to residents
- Direct installation programs for just-above low income households through Middle Income Direct Install (MIDI) program
- CO₂ emissions calculations for residents
- Baseline GHG emissions inventories and trainings for jurisdictions
- Free installation of computer power management software in jurisdictions and school districts
- Sponsorship of energy efficiency and climate action planning education and training programs
- Maintains Central Coast Green Building Directory

AMBAG Energy Watch developed and is currently implementing a three phase program to address the need for climate action planning assistance for jurisdictions in the AMBAG region. Phase 1 was completed in the Fall of 2009, and this document represents the culmination of Phases 1 and 2. The full program is as follows:

¹ This program is funded by California utility customers and administered by PG&E under the auspices of the California Public Utilities Commission.

Phase 1: Local Government Operations GHG Inventory (July-December, 2009)

In Phase 1, AMBAG Energy Watch paired local jurisdictional staff with graduate level interns from CSUMB and the Monterey Institute of International Studies in order to complete each jurisdiction's local government operations inventory according to the California Air Resource Board's (CARB) Local Government Operations Protocol. ICLEI provided a series of classes to train interns and local government staff on the GHG inventory procedure. AMBAG staff managed the intern team and ensured accuracy throughout the process.

Phase 2: Community-Wide GHG Inventory (July-December, 2010)

In Phase 2, AMBAG Energy Watch worked with PG&E's Green Communities program to host a single, full day training session in Monterey with ICLEI staff leading the instruction. Local government planning staff came together for the training. In the absence of a CARB approved community-wide GHG protocol, AMBAG Energy Watch chose to use ICLEI's IEAP methodology. ICLEI has been a primary advisor to CARB in the development of GHG protocols. This document combines the findings of both Phase 1 and Phase 2 into a single report.

Phase 3: Climate Action Plan Development (August 2011- June 2012, projected)

The third phase of AMBAG Energy Watch's climate action planning program will again bring together local jurisdictional staff and graduate level interns, as well as training modules provided by ICLEI. The goal of this phase is to develop a CAP draft for each of the participating AMBAG jurisdictions. By going through the climate action planning process together, jurisdictions can ensure comparability and consistency among individual CAP's, allowing jurisdictions to develop emissions reductions strategies both individually and as a region.

1.2. Climate Change Background

Naturally occurring gases dispersed in the atmosphere determine the Earth's climate by trapping solar radiation. This phenomenon is known as the greenhouse effect. Overwhelming evidence suggests that human activities are increasing the concentration of greenhouse gases, most notably the burning of fossil fuels for transportation and electricity generation which introduces large amounts of carbon dioxide and other gases into the atmosphere. Collectively, these gases intensify the natural greenhouse effect, causing global average surface temperature to rise, which is in turn expected to affect global climate patterns and cause climate change.

The impacts of climate change are likely to be far reaching and felt in very different ways throughout the globe. Potential impacts facing the AMBAG region include sea level rise, shifts in precipitation patterns, and further constraints on resources such as water and viable farm land. Globally, scientists also expect changing temperatures to result in more frequent and damaging storms accompanied by flooding and landslides, summer water shortages as a result of reduced snow pack, and disruption of ecosystems, habitats and agricultural activities.

1.3. California Legislation

In 2006, California passed the Global Warming Solutions Act (AB 32) which charged the California Air Resources Board (CARB) with implementing a comprehensive statewide program to reduce greenhouse gas emissions. AB 32 established the following greenhouse gas emissions reduction targets for the state of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80% below 1990 levels by 2050

Additionally, the passage of SB 375 in 2008 enhances California's ability to reach its AB 32 goals by promoting good planning with the goal of more sustainable communities. According to the Office of the Governor, "SB 375 provides emissions-reducing goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new conscientiously-planned growth patterns."² SB 375 requires CARB to develop regional greenhouse gas emission reduction targets for passenger vehicles. CARB established targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations (MPOs).

AMBAG and SB 375

In August, 2010, CARB determined that the GHG target for the AMBAG region would be a 13% increase in *per capita* GHG emissions from light trucks passenger vehicles by 2020 and a 14% increase by 2035. This number was based purely on AMBAG's business as usual (BAU) scenario for emissions growth. By issuing no emissions reduction target to the AMBAG region, CARB's decision allows a 13% and 14% *increase* in per capita light passenger vehicle emissions within the AMBAG region from 2005 to 2020 and 2035, respectively. In response, the AMBAG board of directors held a special meeting on August 23, 2010 to discuss setting a more stringent GHG reduction target in order to demonstrate further leadership in climate change mitigation. The board agreed upon a 0% increase in per capita emissions from light trucks and autos by 2020 and a 5% reduction below BAU emissions levels by 2035. Thus, instead of allowing GHG emissions from transportation in the AMBAG region to *increase*, the board voted to keep emissions levels *flat* from 2005 to 2020 and to reduce per capita emissions by 5% from 2005 levels by 2035.

1.4. Climate Change Mitigation Activities in California

In 2005, the State of California responded to growing concerns over the effects of climate change by adopting a comprehensive approach to addressing emissions in the public and private sectors. This approach was officially initiated with the passage of the Global Warming Solutions Act of 2006 (AB 32), which required the state to reduce its greenhouse gas emissions to 1990 levels by 2020. It also required the California Air Resources Board (CARB) to

² Office of the Governor. "Senate Bill 375: Redesigning Communities to Reduce Greenhouse Gases." Fact Sheet. <http://gov.ca.gov/fact-sheet/10707/>

regularly inventory emissions at the state level and to create a plan for reducing these emissions. The bill authorized ARB to adopt and enforce regulations targeted at greenhouse gas emissions reductions in the public and private sectors.

The resulting AB 32 Scoping Plan was adopted by CARB in December 2008. It established the following measures that the State will take to meet the greenhouse gas emissions reduction targets:

- Develop a California cap-and-trade program
- Expand energy efficiency programs
- Establish and seek to achieve reduction targets for transportation-related GHG emissions
- Support implementation of a high-speed rail system
- Expand the use of green building practices
- Increase waste diversion, composting, and commercial recycling toward zero-waste
- Continue water efficiency programs and use cleaner energy sources to move and treat water
- Implement the Million Solar Roofs Programs
- Achieve a statewide renewable energy mix of 33 percent
- Develop and adopt the low-carbon fuel standard
- Implement vehicle efficiency measures for light-, medium-, and heavy-duty vehicles
- Adopt measures to reduce high global warming potential gases
- Reduce methane emissions at landfills
- Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation
- Capture of methane through use of manure digester systems at dairies

Other measures taken by the state have included mandating stronger vehicle emissions standards (AB 1493, 2002), establishing a low-carbon fuel standard (EO # S-01-07, 2007), mandating a climate adaptation plan for the state (S-EO # 13-08, 2008), establishing a Green Collar Job Council, and establishing a renewable energy portfolio standard for power generation or purchase in the state. In addition to the above-mentioned measures, the state has also made a number of changes that will potentially have large effects on local governments:

- SB 97 (2007) required the Office of Planning and Research to create greenhouse gas planning guidelines for the California Environmental Quality Act (CEQA). In addition, CARB is tasked with creating energy-use and transportation thresholds in CEQA reviews, which may require local governments to account for greenhouse gas emissions when reviewing project applications.
- AB 811 (2007) authorized all local governments in California to establish special districts that can be used to finance solar or other renewable energy improvements to homes and businesses in their jurisdiction.
- SB 732 (2008) established a Strategic Growth Council charged with coordinating policies across state agencies to support a unified vision for land use development in the state. This vision will serve as a reference point for local land use policies.

2. Methodology

2.1. Greenhouse Gas Emissions Inventory Protocols

The first step towards achieving tangible greenhouse gas emissions reductions requires identifying baseline levels and sources of emissions. As local governments continue to develop and implement greenhouse gas mitigation efforts, the need for a standardized approach to quantify these emissions is essential. Given this, Marina staff used the International Local Government GHG Emissions Analysis Protocol (IEAP) to inventory the City's community emissions and the Local Government Operations Protocol (LGOP) to inventory GHG emissions from Marina operations and buildings (which is evaluated as a subsector of the community inventory).

2.1.1. Community Emissions Protocol

The IEAP, developed by ICLEI, provides an easily implementable set of guidelines to assist local governments in quantifying greenhouse gas emissions from both their internal operations and from the whole community within their geopolitical boundaries. Staff used this protocol to inventory Marina's community emissions. ICLEI began development of the IEAP with the inception of its Cities for Climate Protection Campaign in 1993, and recently formalized an official version to establish a common GHG emissions inventory protocol for all local governments worldwide.³

2.1.2. Local Government Operations Protocol

In 2008, ICLEI, the California Air Resources Board (CARB), and the California Climate Action Registry (CCAR) released the LGOP to serve as a national appendix to the IEAP.⁴ The LGOP serves as the national standard for quantifying and reporting greenhouse emissions from local government operations. The purpose of the LGOP is to provide the principles, approach, methodology, and procedures needed to develop a local government operations greenhouse gas emissions inventory. City staff used this protocol to conduct the local government emissions inventory specifically. While the State of California does not currently require local governments to inventory and report their emissions, an emissions inventory is a critical first step for the City to develop internal emissions reduction strategies and track future progress.

³ ICLEI is currently working with the California Air Resources Board (CARB) and the California Climate Action Registry (CCAR) to leverage the IEAP to establish a community GHG protocol specific to California local governments.

⁴ CARB adopted the LGOP in 2008.

2.2. Quantifying Greenhouse Gases Emissions

2.2.1. Establishing a Base Year

A primary aspect of the emissions inventory process is the requirement to select a base year with which to compare current emissions. While the State's AB 32 emissions reduction goals establish a 1990 base year for the State, most local governments lack comprehensive data from that time period and would be unsuccessful in conducting an accurate inventory for that year. Due to this, the majority of municipalities currently in the emissions inventory process opt to use 2005 as the base year due to the availability of accurate and complete data. Similar to these jurisdictions, Marina's greenhouse gas emissions inventory utilizes 2005 as its base year.

2.2.2. Establishing Boundaries

Community: Geopolitical Boundary

Setting an organizational boundary for greenhouse gas emissions accounting and reporting is an important step in the inventory process. Marina's community inventory assesses emissions resulting from activities taking place within the City's geopolitical boundary. The IEAP defines geopolitical boundary as that "consisting of the physical area or region over which the local government has jurisdictional authority." Activities that occur within this boundary can be, for the most part, controlled or influenced by Marina's policies and educational programs. Although the City may have limited influence over the level of emissions from some activities, it is important that every effort be made to compile a complete analysis of all activities that result in greenhouse gas emissions.

Government: Organizational Boundaries

According to the LGOP, a government can use two approaches to define its organizational boundary for reporting greenhouse gas emissions: activities and operations that the jurisdiction controls operationally and activities and operations that the jurisdiction controls financially. Staff estimated Marina's municipal emissions based on activities and facilities that the City maintains operational control.

2.2.3. Emission Types

The IEAP and LGOP recommend assessing emissions from the six internationally recognized greenhouse gases regulated under the Kyoto Protocol as listed in Table 1. However, quantifying emissions beyond the three primary GHGs (CO₂, CH₄, and N₂O) can be difficult. Therefore, ICLEI has developed a means for local governments to produce a simplified inventory that includes the three primary GHGs yet is still in accordance with the IEAP and LGOP methodology. This inventory uses the ICLEI three GHG methodology.

Table 1: Greenhouse Gases

Greenhouse Gas	Chemical Formula	Global Warming Potential
Carbon Dioxide	CO ₂	1
Methane	CH ₄	21
Nitrous Oxide	N ₂ O	310
Hydrofluorocarbons	Various	43-11,700
Perfluorocarbons	Various	6,500-9,000
Sulfur Hexafluoride	SF ₆	23,900

2.2.4. Quantification Methods

Greenhouse gas emissions can be quantified in two ways and both methods were used to generate this inventory:

- Measurement-based methodologies refer to the direct measurement of greenhouse gas emissions (from a monitoring system) emitted from a flue of a power plant, wastewater treatment plant, landfill, or industrial facility.⁵
- Calculation-based methodologies calculate emissions using activity data and emission factors. To calculate emissions accordingly, the basic equation below is used: *Activity Data × Emission Factor = Emissions*

Activity data refer to the relevant measurement of energy use or other greenhouse gas-generating processes such as fuel consumption by fuel type, metered annual electricity consumption, and annual vehicle miles traveled. Please see appendices for a detailed listing of the activity data used in composing this inventory.

Known emission factors are used to convert energy usage or other activity data into associated emissions quantities. They are usually expressed in terms of emissions per unit of activity data (e.g. lbs CO₂/kWh of electricity). Table 2 demonstrates an example of common emission calculations that use this formula. Please see appendices for details on the emissions factors used in this inventory.

Table 2: Basic Emissions Calculations

Activity Data	Emissions Factor	Emissions
Electricity Consumption (kWh)	CO ₂ emitted/kWh	CO ₂ emitted
Natural Gas Consumption (therms)	CO ₂ emitted/therm	CO ₂ emitted
Gasoline/Diesel Consumption (gallons)	CO ₂ emitted /gallon	CO ₂ emitted
Vehicle Miles Traveled	CH ₄ , N ₂ O emitted/mile	CH ₄ , N ₂ O emitted

⁵ Marina's community inventory includes emissions data provided by the Monterey Bay Unified Air Pollution Control District that was gathered through direct measurement of emissions from various commercial and industrial entities in the City.

2.2.5. CACP 2009 Software

To facilitate community efforts to reduce greenhouse gas emissions, ICLEI developed the Clean Air and Climate Protection 2009 (CACP 2009) software package in partnership with the National Association of Clean Air Agencies (NACAA) and the U.S. Environmental Protection Agency (EPA). CACP 2009 is designed for compatibility with the LGOP and determines emissions by combining activity data (energy consumption, waste generation, etc.) with verified emission factors.⁶

Greenhouse gas emissions are aggregated and reported in terms of equivalent carbon dioxide units, or CO₂e. This standard is based on the Global Warming Potential (GWP) of each gas, which is a measure of the amount of warming a greenhouse gas may cause, measured against the amount of warming caused by carbon dioxide. Converting all emissions to equivalent carbon dioxide units allows for the consideration of different greenhouse gases in comparable terms. For example, methane is twenty-one times more powerful than carbon dioxide on a per weight basis in its capacity to trap heat, so the CACP software converts one metric ton of methane emissions to 21 metric tons of carbon dioxide equivalents. See Table 1 for the GWPs of the commonly occurring greenhouse gases.

The CACP software has been and continues to be used by over 600 U.S. local governments to reduce their greenhouse gas emissions. However, it is worth noting that, although the software provides governments with a sophisticated and useful tool, calculating emissions from energy use with precision is difficult. The model depends upon numerous assumptions, and it is limited by the quantity and quality of available data. With this in mind, it is useful to think of any specific number generated by the model as an approximation of reality, rather than an exact value.

2.3. Evaluating Emissions

There are several important concepts involved in the analysis of emissions arising from many different sources and chemical/mechanical processes throughout the community. Those not touched on already are explored below.

2.3.1. Emissions by Scope

For both community and government operations, emissions sources are categorized according to where they fall relative to the geopolitical boundary of the community, or the operational boundaries of the government. Emissions sources are categorized as direct or indirect emissions--Scope 1, Scope 2, or Scope 3. One of the most important reasons for using the scopes framework for reporting greenhouse gas emissions at the local level is to prevent double counting for major categories such as electricity use and waste disposal.

⁶ The emission factors and quantification methods employed by the CACP software are consistent with national and international inventory standards established by the Intergovernmental Panel on Climate Change (1996 Revised IPCC Guidelines for the Preparation of National Inventories) the U.S. Voluntary Greenhouse Gas Reporting Guidelines (EIA form 1605), and the Local Government Operations Protocol (LGOP).

Community Scope Definitions

The Scopes framework identifies three emissions scopes for community emissions:

- **Scope 1:** All direct emissions from sources located within the geopolitical boundary of the local government.
- **Scope 2:** Indirect emissions associated with the consumption of purchased or acquired electricity, steam, heating, and cooling. Scope 2 emissions occur as a result of activities that take place within the geopolitical boundary of the local government, but that occur at sources located outside of the government's jurisdiction.
- **Scope 3:** All other indirect or embodied emissions not covered in Scope 2 that occur as a result of activity within the geopolitical boundary.

Scope 1 and Scope 2 sources are the most essential components of a community greenhouse gas analysis as these sources are typically the most significant in scale, and are most easily impacted by local policy making.

Local Government Scope Definitions

Similar to the community framework, the municipal scopes are divided into three main categories:

- **Scope 1:** Direct emissions from sources within a local government's organizational boundaries that the local government owns or controls.
- **Scope 2:** Indirect emissions associated with the consumption of purchased or acquired electricity, steam, heating, and cooling. Scope 2 emissions occur as a result of activities that take place within the organizational boundaries of the reporting entity, but that occur at sources owned or controlled by another entity.
- **Scope 3:** All other indirect emissions not covered in Scope 2, such as emissions from up-stream and downstream activities that occur as a result of activities within the operational boundaries of the local government, emissions resulting from the extraction of and production of purchased materials and fuels, contracted services, and waste disposal.

As with the community inventory, Scope 1 and Scope 2 sources are the most essential components of a local government greenhouse gas analysis because these sources are usually significant in scale and are directly under the control of local governments. Local governments typically have indirect control over Scope 3 emissions. For example, solid waste generated from municipal operations is included as Scope 3 because of the unique circumstances in which emissions are generated – emissions from waste are generated over time as the waste decomposes and not directly in the base year.

2.3.2. Emissions by Sector

In addition to categorizing emissions by scope, this inventory examines emissions by sector. Many local governments find a sector-based analysis more relevant to policy making and project management, as it assists in formulating sector-specific reduction measures and climate action plan components. This inventory evaluates community and municipal emissions by sectors listed in Table 3.

Table 3: Community and Municipal Sectors

Community	Municipal
Residential	Buildings
Commercial / Industrial	Streetlights
Transportation	Vehicle Fleet
Waste	Employee Commute
	Water / Sewage
	Waste

3. Community Emissions Inventory Results

3.1. Emissions by Scope

There are numerous items that can be included in a community scale emissions inventory, as demonstrated in Table 4 below. This inventory includes Scope 1, Scope 2, and Scope 3 sources from the following sectors:

- Residential
- Commercial / Industrial
- Transportation
- Solid Waste

Table 4: Scopes and Sectors Included in Marina Community Inventory

Sector	Scope 1	Scope 2	Scope 3
Residential	Natural Gas	Electricity	
Commercial / Industrial	Natural Gas & Point Source Emissions	Electricity	
Transportation	Gasoline & Diesel; Aviation Fuel		
Waste			Future Emissions from 2005 Waste

Including all scopes, the community of Marina emitted approximately 128,946 metric tons⁷ of CO₂e in the year 2005. As shown in Table 5 and illustrated in Figure 1 below, Scope 1 emissions are by far the largest (85.3 percent) with Scope 2 (11.0 percent) and Scope 3 (3.7 percent) constituting the remainder.

⁷ All emissions estimated using EMFAC 2007 and ICLEI's Clean Air and Climate Protection Software developed by Torrie Smith Associates Inc.

Figure 1: Community GHG Emissions by Scope

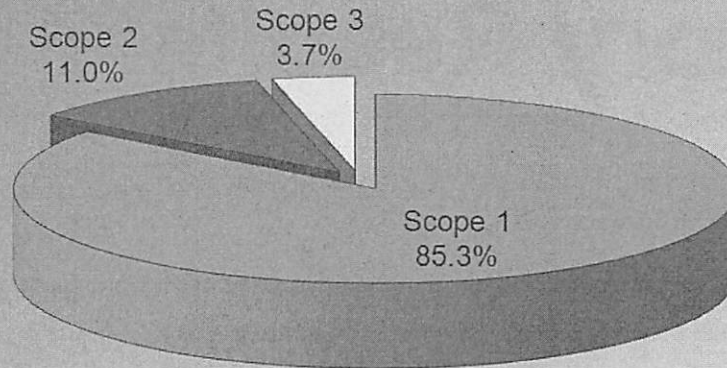


Table 5: Community GHG Emissions per Sector per Scope (metric tons CO₂e)

Sector	Scope 1	Scope 2	Scope 3	TOTAL
Residential	14,102	7,877		21,978
Commercial / Industrial	8,067	6,348		14,414
Transportation	87,351			87,351
Waste			4,765	4,765
Aviation Fuel	438			438
TOTAL	109,957	14,224	4,765	128,946
Percentage of Total CO₂e	85.3%	11.0%	3.7%	100.0%

As shown in Table 6 and Figure 2 below, the largest percentage (79.4 percent) of Scope 1 emissions came from the Transportation Sector (diesel and gasoline use on local roads and State Highways located within Marina City limits). 7.3 percent of Scope 1 emissions came from the Commercial/ Industrial Sector. These emissions are the result of natural gas combustion at commercial and industrial businesses and facilities within the City of Marina's jurisdictional boundaries. The remainder of Scope 1 emissions was caused by natural gas consumption in Marina homes (12.8 percent) and Aviation fuel use at the Marina Municipal Airport (0.4%).

Figure 2: Community Scope 1 GHG Emissions

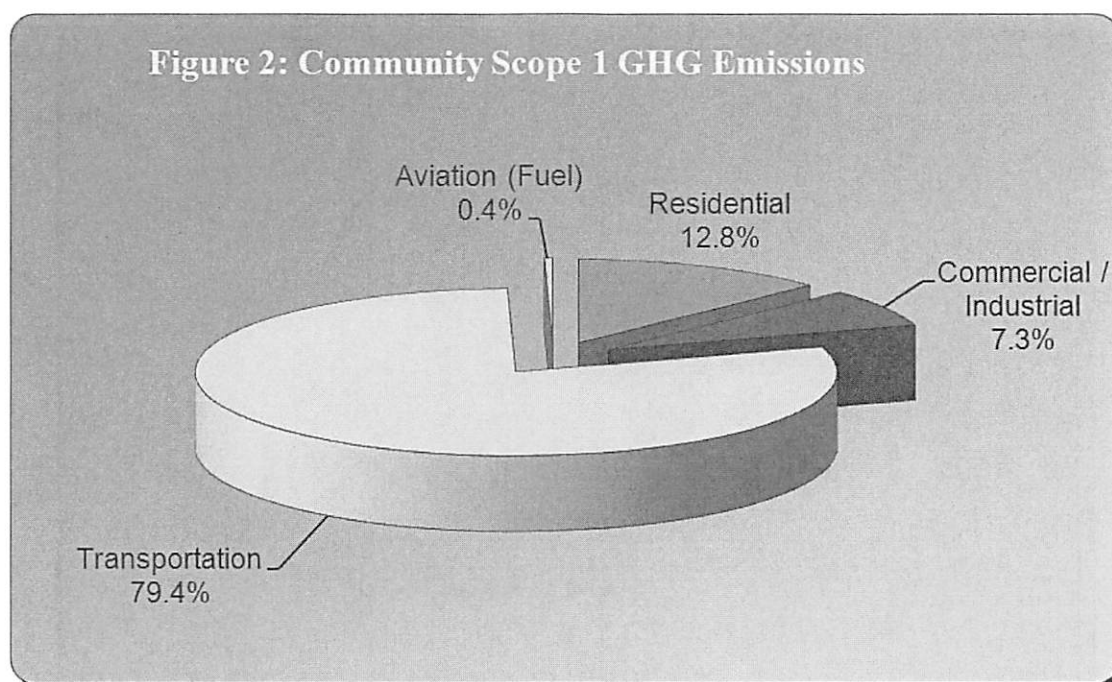


Table 6: Community Scope 1 GHG Emissions (metric tons CO₂e)

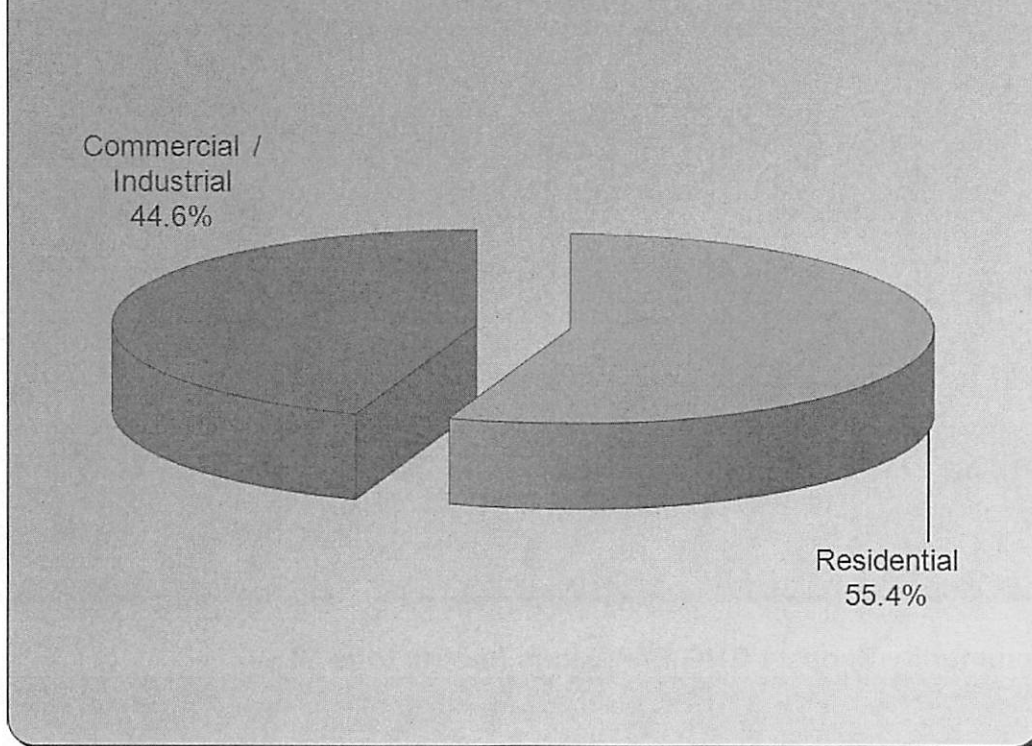
Scope 1 Emissions By Sector	Residential	Commercial / Industrial	Transportation	Aviation (Fuel)	TOTAL
CO ₂ e (metric tons)	14,101.50	8,066.71	87,351.01	437.81	109,957.04
% of Total CO ₂ e	12.8%	7.3%	79.4%	0.4%	100%

44.6 percent of 2005 Scope 2 emissions was generated by the Commercial / Industrial Sector (Table 7 and Figure 3 below). 55.4 percent of Marina's Scope 2 emissions came from electricity consumption by the City residents (Residential Sector). As noted above in the general description of Scope 2 parameters, the actual emissions from these activities were generated outside of Marina City boundaries—in this case, at the source of electricity generation.

Table 7: Community Scope 2 GHG Emissions (metric tons CO₂e)

Scope 2 Emissions By Sector	Residential	Commercial / Industrial	TOTAL
CO ₂ e (metric tons)	7,877	6,348	14,224
% of Total CO ₂ e	55.4%	44.6%	100%

Figure 3: Community Scope 2 GHG Emissions



The remaining portion of emissions included in the City of Marina 2005 community inventory fall under the category of Scope 3. All emissions in this category are an estimate of future emissions over the lifecycle decomposition of waste and alternative daily cover (ADC) sent to landfill in the base year (2005).⁸

3.2. Emissions by Sector

As noted above, the community of Marina, across all scopes, emitted approximately 128,946 metric tons of CO₂e in the year 2005. In addition to viewing these data through the lens of the various scopes, we can also focus specifically on each sector, with scopes aggregated by sector. As visible in Figure 4 and Table 8 below, emissions from the Transportation Sector (same gasoline and diesel sources as that listed under Scope 1 above) were by far the largest sources of community emissions (68 percent). Electricity and natural gas usage within the Commercial/ Industrial Sector accounted for 11 percent of total community emissions, and electricity and natural gas consumption within the Residential Sector caused 17 percent of the City's overall emissions. The remaining 4 percent of emissions came from waste generated by Marina's residents and businesses in 2005 (Scope 3) and Aviation fuel use at the Marina Municipal Airport. See below for further detail on each sector.

⁸ Later in the report there is more detail on emissions from the waste sector.

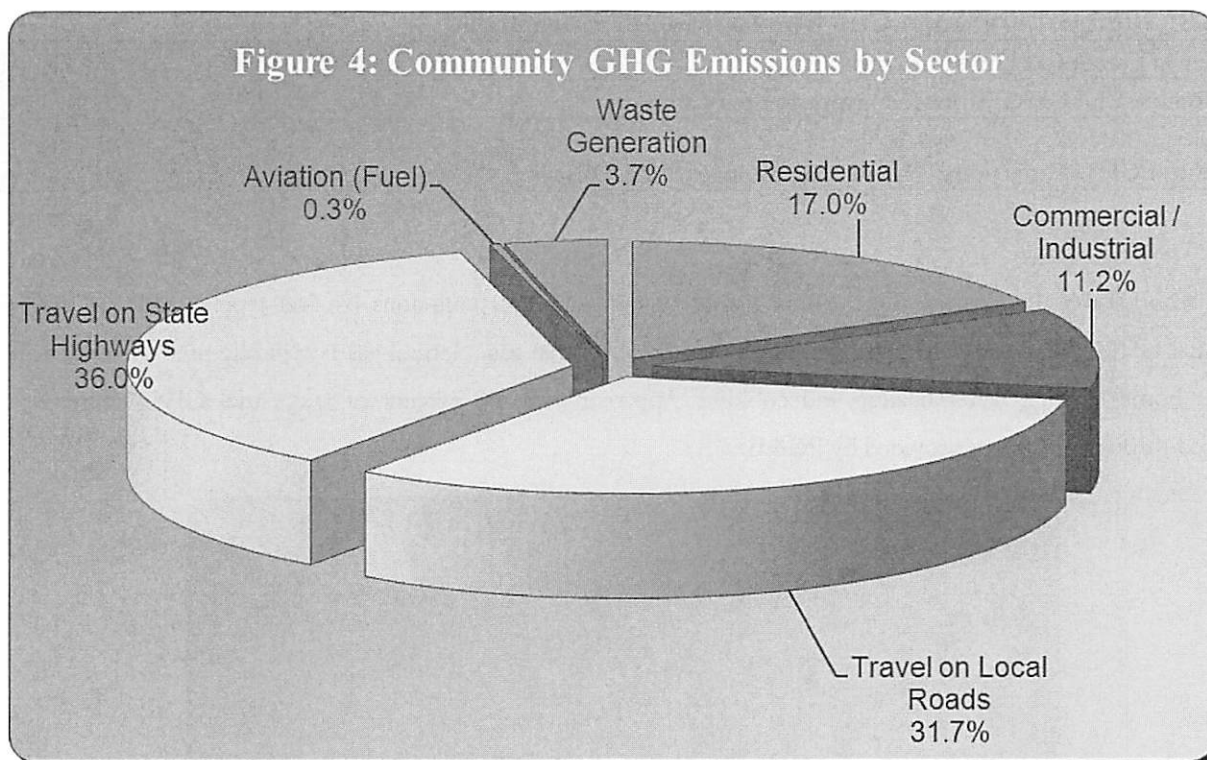


Table 8: Community GHG Emissions by Sector (metric tons CO₂e)

2005 Community Emissions by Sector	Residential	Commercial / Industrial	Travel on Local Roads	Travel on State Highways	Aviation (Fuel)	Waste Generation	TOTAL
CO ₂ e (metric tons)	21,978	14,414	40,918	46,433	438	4,765	128,946
% of Total CO ₂ e	17.0%	11.2%	31.7%	36.0%	0.3%	3.7%	100%

3.2.1. Residential

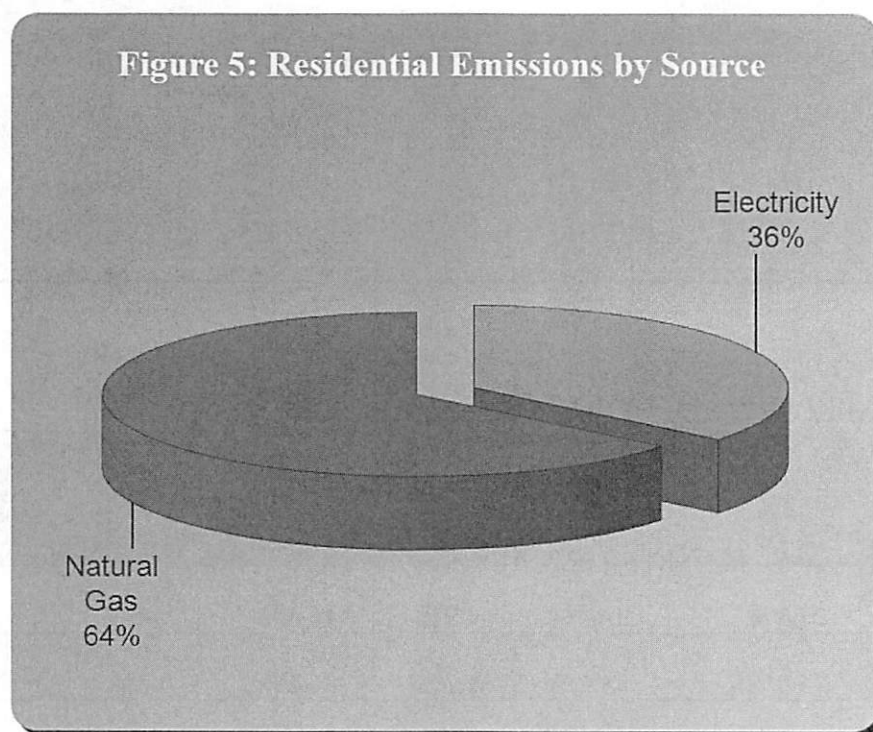
As shown in Table 8, Marina's Residential Sector generated an estimated 21,978 metric tons of CO₂e in 2005. This estimate was calculated using 2005 electricity and natural gas consumption data provided by PG&E, and only includes consumption through residential buildings. Data on residential equipment usage, such as lawnmowers or on-site electricity generation, is not included in this inventory. GHG emissions associated with residential transportation and residential waste generation are included separately in the Transportation and Waste Sector emissions totals.

Table 9 provides information on residential emissions on a per household basis. Marina households generated 2.6 metric tons of GHG emissions in 2005. Per household emissions can be a useful metric for measuring progress in reducing greenhouse gases and for comparing one's emissions with neighboring cities and against regional and national averages.

Table 9: 2005 Greenhouse Gas Emissions per Household

Number of Occupied Housing Units	8,612
Total Residential GHG Emissions (metric tons CO ₂ e)	21,978
Residential GHG Emissions/Household (metric tons CO ₂ e)	2.6

Figure 5 and Table 10 illustrate the breakdown of residential GHG emissions by fuel type. Nearly 64 percent of residential GHG emissions were generated from the use of natural gas. Natural gas is typically used in residences as a fuel for home heating, water heating and cooking. Approximately 36 percent of residential GHG emissions were generated through electricity provided by PG&E.

**Table 10: Residential Emissions by Source**

Residential Emission Sources 2005	Electricity	Natural Gas	TOTAL
MTCO ₂ e	7,877	14,102	21,978
% of Total CO ₂ e	36%	64%	100%

3.2.2. Commercial / Industrial

As mentioned previously, Marina's businesses and industries generated nearly 11 percent of community-wide GHG emissions in 2005, or 14,414 metric tons of CO₂e. PG&E was not able to provide a breakdown between commercial

and industrial electricity and natural gas consumption due to the California Public Utilities Commission (CPUC) 15/15 rule.⁹

These calculations take into account electricity and natural gas provided by PG&E and estimates for direct access (DA) electricity provided directly to industries by other utilities. The DA figures included in this inventory were derived from ICLEI's estimation methodology and draws on data and information from PG&E and the California Energy Commission (CEC).¹⁰

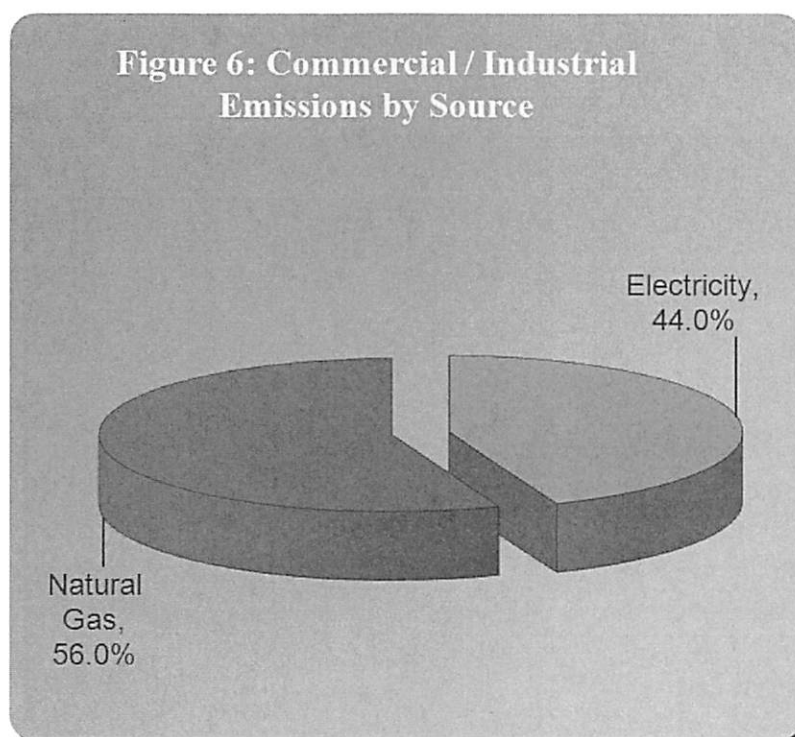


Table 11: Commercial / Industrial Emissions by Source

Commercial / Industrial Emission Sources 2005	Electricity	Natural Gas	TOTAL
CO ₂ e (metric tons)	6,348	8,067	14,414
Percentage of Total	44.0%	56.0%	100%

⁹ The 15/15 Rule was adopted by the CPUC in the Direct Access Proceeding (CPUC Decision 97-10-031) to protect customer confidentiality. If the number of customers in the compiled data is below 15, or if a single customer's load is more than 15 percent of the total data, categories must be combined before the information is released.

¹⁰ The CEC provided an estimate on 2005 DA electricity consumption within Monterey County at large. The countywide DA consumption figures provided by the CEC were used to estimate the proportion of DA electricity consumed within the City of Marina. It is important to note that the direct access data included in the inventory may not be comprehensive given that it is primarily based on regional estimates.

3.2.3. Transportation

As shown previously in Figure 4 and Table 8, Marina's Transportation Sector accounted for 87,351 metric tons CO₂e, or 67 percent, of the City's 2005 GHG emissions. The Transportation Sector analysis includes emissions from all vehicle use within Marina's City boundaries (whether on local roads or State highways passing through Marina's jurisdiction).

Figure 7 and Table 12, show that over 53 percent of Marina's 2005 transportation-related greenhouse gas emissions were generated from vehicle miles traveled (VMT) on state highways located within City boundaries,¹¹ while approximately 47 percent was generated from vehicles on local roads.¹²

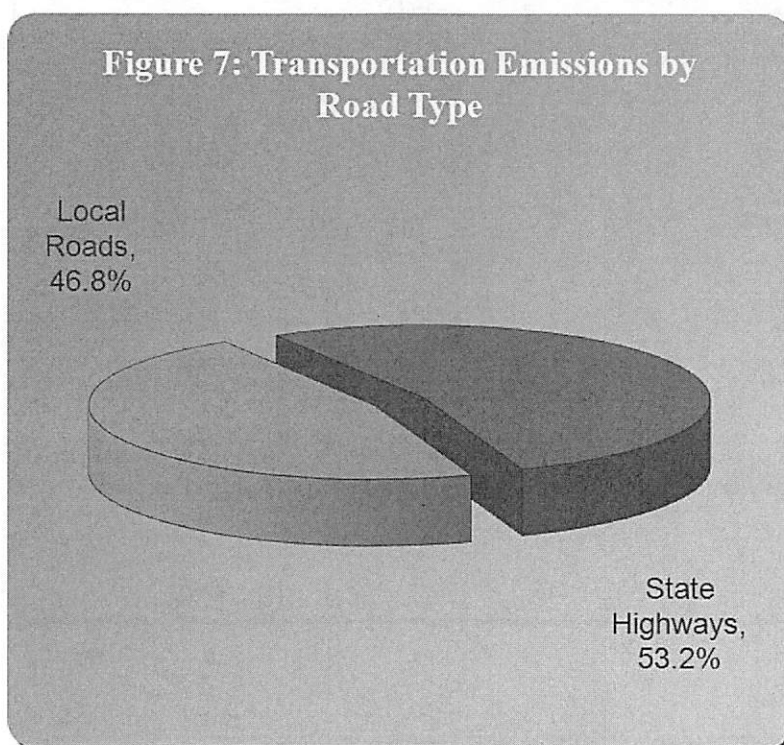


Table 12: Transportation Emissions by Road Type

Transportation Road Type Emissions Sources 2005	Local Roads	State Highways	TOTAL
CO ₂ e (metric tons)	40,918	46,433	87,351
Percentage of Total CO ₂ e	46.8%	53.2%	100%

¹¹ AMBAG staff allocated VMT from state highways to individual jurisdictions by summing the VMT from each highway segment that runs through the City's geographic boundary. A potentially more accurate methodology for allocating highway VMT to each city would be to perform an origin-destination study in order to filter out VMT attributable to vehicles passing through Marina while en route to other destinations ("pass-through" miles). To date, funding has not been provided for such studies.

¹² See Appendix D for further information on Transportation Sector methods, emissions factors, etc.

Emissions from the air travel of Marina residents were not included in the Transportation Sector analysis. Please see Appendix D for more detail on methods and emissions factors used in calculating emissions from the Transportation Sector.

3.2.4. Waste

As noted above in Figure 4 and Table 8, the Waste Sector constituted 3.7 percent of total 2005 emissions for the community of Marina. Emissions from the Waste Sector are an estimate of methane generation from the anaerobic decomposition of organic wastes (such as paper, food scraps, plant debris, wood, etc.) that are deposited in a landfill.

The waste generation emissions included in this report are the estimated future emissions of waste or ADC that was sent to any landfill by Marina residents or businesses in the base year 2005. These emissions are considered Scope 3 because they are not generated in the base year, but will result from the decomposition of the 2005 waste over the full 100+ year cycle of its decomposition.

Waste generation emissions figures are the product of a modeling exercise that estimates the future emissions that will result over the full decomposition of the organic waste and ADC sent to any landfill in the base year 2005. The model used to run this estimation is based on the U.S. EPA Waste Reduction Model (WARM). In order to estimate the relative quantities of various types of waste included in the general disposal figures obtained from California's Department of Resources Recycling and Recovery (CalRecycle), waste characterization figures were utilized from the 2004 California Waste Characterization Study.¹³

Transportation emissions generated from the collection, transfer and disposal of solid waste are included in Transportation Sector GHG emissions.

3.2.5. Aviation

The City of Marina is home to the Marina Municipal Airport, the newest general aviation airport on the Monterey Peninsula. The airport was opened for public use in 1995 and is dedicated to general aviation, business, light industry, and recreation.¹⁴ In 2005, the emissions from fuel used at the Marina Municipal Airport totaled 438 metric tonnes of CO₂e, or approximately 0.3 percent of total community wide emissions.

3.3. Per Capita Emissions

Per capita emissions can be a useful metric for measuring progress in reducing greenhouse gases and for comparing one community's emissions with neighboring cities and against regional and national averages. That said, due to differences in emission inventory methods, it can be difficult to get a directly comparable per capita emissions number, and one must be cognizant of this margin of error when comparing figures.

¹³ <http://www.ciwm.ca.gov/Publications/default.asp?pubid=1097>

¹⁴ City of Marina webpage. <http://www.ci.marina.ca.us/index.aspx?NID=95>

As detailed in Table 13, dividing total community GHG emissions by population yields a result of 6.7 metric tons of CO₂e per capita. It is important to understand that this number is not the same as the carbon footprint of the average individual living in Marina (which would include lifecycle emissions, emissions resulting from air travel, etc.).

Table 13: 2005 Greenhouse Gas Emissions per Capita

Estimated 2005 Population	19,051
Community GHG Emissions (metric tons CO ₂ e)	128,508
GHG Emissions / Resident (metric tons CO ₂ e)	6.7

3.4. Community Emissions Forecast

To illustrate the potential emissions growth based on projected trends in energy use, driving habits, job growth, and population growth from the baseline year going forward, AMBAG conducted an emissions forecast for the year 2020. Under a business-as-usual scenario, the City of Marina's emissions will grow by approximately 33 percent by the year 2020, from 128,508 to 170,829 metric tons CO₂e. Figure 8 and Table 14 below show the results of the forecast. A variety of different reports and projections were used to create the emissions forecast, as profiled below.

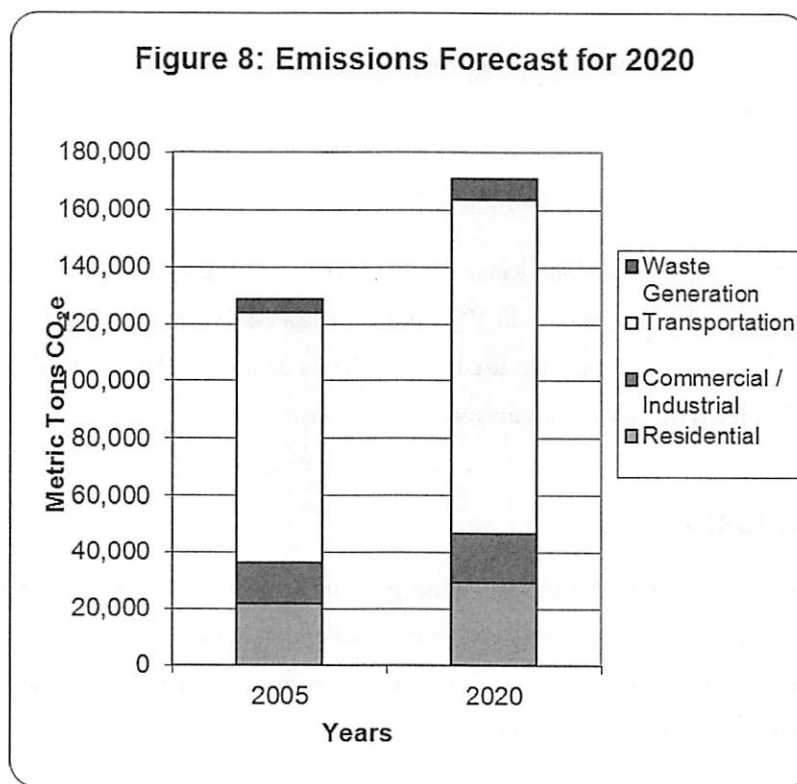


Table 14: Community Emissions Growth Projections by Sector

2005 Community Emissions Growth Forecast by Sector	2005	2020	Annual Growth Rate	Percent Change from 2005 to 2020
Residential	21,978	29,315	0.0194	33%
Commercial / Industrial	14,414	17,680	0.0137	23%
Transportation	87,351	116,512	0.0194	33%
Waste Generation	4,765	7,321	0.0291	54%
TOTAL	128,508	170,829	--	33%

3.4.1. Residential

For the Residential Sector, a housing projection for the City of Marina conducted by AMBAG estimated that Marina's housing units numbered 8,612 in 2005, and will be 11,487 in 2020. Based on these housing projections, staff estimated average annual compound growth in energy demand to be 1.94 percent annually.

3.4.2. Commercial / Industrial

Analysis contained within California Energy Demand 2008-2018: Staff Revised Forecast¹⁵, a report by the California Energy Commission (CEC), shows that commercial floor space and the number of jobs have closely tracked the growth in energy use in the Commercial Sector. Using job growth projections for the City of Marina from AMBAG, it was calculated that the average annual growth in energy use in the Commercial Sector between 2005 and 2020 will be 1.37 percent.¹⁶

3.4.3. Transportation

For the Transportation Sector, projected growth in vehicle miles traveled (VMT) was estimated using housing projections for the City of Marina.¹⁷ Housing is an indicator of VMT growth, since housing is the primary factor in generating trips in transportation modeling. Furthermore, other forecasting methodologies, including the use of CARB's EMFAC model, would only be accurate on a County level. Applying a single county-wide growth figure to each individual jurisdiction within a county would yield inaccurate forecasts, since some communities will grow much faster than others. Thus it is estimated that Transportation Sector emissions will increase by 1.94 percent annually through 2020.

¹⁵ <http://www.energy.ca.gov/2007publications/CEC-200-2007-015/CEC-200-2007-015-SF2.PDF>

¹⁶ See Appendix F for more detail.

¹⁷ The recently passed federal Corporate Average Fuel Economy standards and the state of California's pending tailpipe emission standards could significantly reduce the demand for transportation fuel in Unincorporated Monterey County. An analysis of potential fuel savings from these measures at a scale that would be useful for the purpose of this report has not been conducted, nor would such an analysis produce a true business-as-usual estimation. Regardless of future changes in the emissions of vehicles on the road as a result of state or federal rulemaking, emissions from the Transportation Sector will continue to be largely determined by growth in vehicle-miles-traveled (VMT).

When quantifying emissions from the Transportation Sector in a community's GHG inventory, the question of which emissions should be included and which should not creates the need for some nuance in such an inventory. When attributing any source of emissions to a particular jurisdiction, one must always consider whether or not that source can be affected by public policies enacted at the local jurisdiction's level. In the case of emissions from transportation, it is clear that a local agency can influence both the number of trips taken by its community members, as well as the length of those trips; however, it is not so clear that a local government can *directly* affect a change in the number of cars on the state highways running through its city limits. Reducing the number of vehicle-miles traveled (VMT) on state highways, such as Highway 1, will require coordination at a regional and state-wide level, since no single city or county jurisdiction can affect significant change in the use of these roads.

3.4.4. Solid Waste Generation

As with the Residential Sector, population is the primary determinate for growth in emissions pertaining to solid waste and wastewater generation. Therefore, the average annual population growth rate for 2005 to 2020 (2.91 percent, as calculated from AMBAG population projections) was used to estimate future emissions from solid waste generation (scope 3).

3.4.5. Aviation

AMBAG staff did not forecast emissions from aviation fuel, as there was no readily available data or methodology for doing so. Unlike energy use in the transportation, commercial/ industrial and residential sectors, aviation fuel usage does not accurately correlate to any demographic growth rates.

4. Government Operations Emissions Inventory Results

This chapter provides a detailed description of City of Marina's emissions from government operations in 2005, rolling up and comparing emissions across sectors and sources as appropriate. This chapter also provides details on the greenhouse gas emissions from each sector, including a breakdown of emissions types and, where possible, an analysis of emissions by department. This information identifies more specific sources of emissions (such as a particular building) that can help staff and policymakers in City of Marina to best target emissions reduction activities in the future.

For a report of emissions by scope, and a detailed description of the methodology and emission factors used in calculating the emissions from City of Marina's operations, please see Appendix I: LGOP Standard Report.

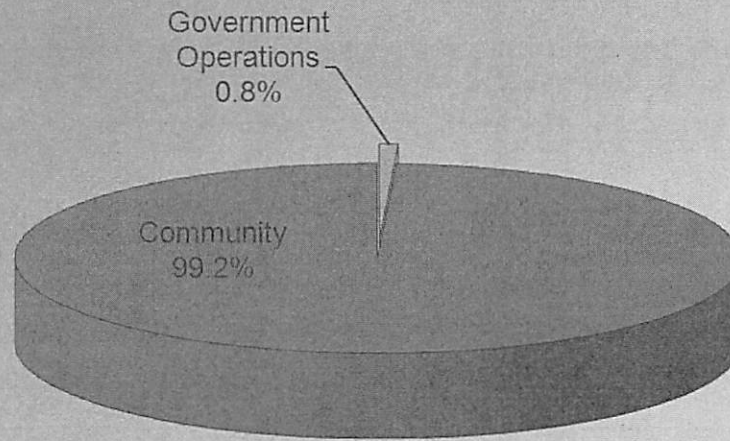
In 2005, City of Marina's direct emissions, emissions from electricity consumption and select indirect sources totaled 1,076 metric tons of CO₂e.¹⁸ In this report, this number is the basis for comparing emissions across sectors and sources (fuel types), and is the aggregate of all emissions estimates used in this inventory. The City government's emissions comprise approximately 0.8 percent of the total quantified GHG emissions in Marina's overall community, as illustrated in Table 15 and Figure 9 below. Note that the two inventories are *not* added together, as the Community inventory represents the *total* emissions from within Marina's city boundaries, *including* those from municipal operations.

Table 15: Emissions by Inventory Boundary

Inventory Boundary	GHG Emissions CO ₂ e (metric tons)
Government Operations	1,076
Community	128,508
Total	128,508

¹⁸ This number represents a roll-up of emissions, and is not intended to represent a complete picture of emissions from City of Marina's operations. This roll-up number should not be used for comparison with other local government roll-up numbers without a detailed analysis of the basis for this total. See section 2.3.2 for more detail.

Figure 9: Emissions by Inventory Boundary



4.1 Summary by Sector

Reporting emissions by sector provides a useful way to understand the sources of jurisdiction's emissions. By better understanding the relative scale of emissions from each of the sectors, the City of Marina can more effectively focus emissions reductions strategies to achieve the greatest emissions reductions.¹⁹

¹⁹ The sectors with the largest scale of emissions do not necessarily represent the best opportunity for emissions reductions. Cost, administration, and other concerns may affect City of Marina's ability to reduce emissions from any one sector.

Figure 10: 2005 City of Marina Government Operations Emissions by Sector

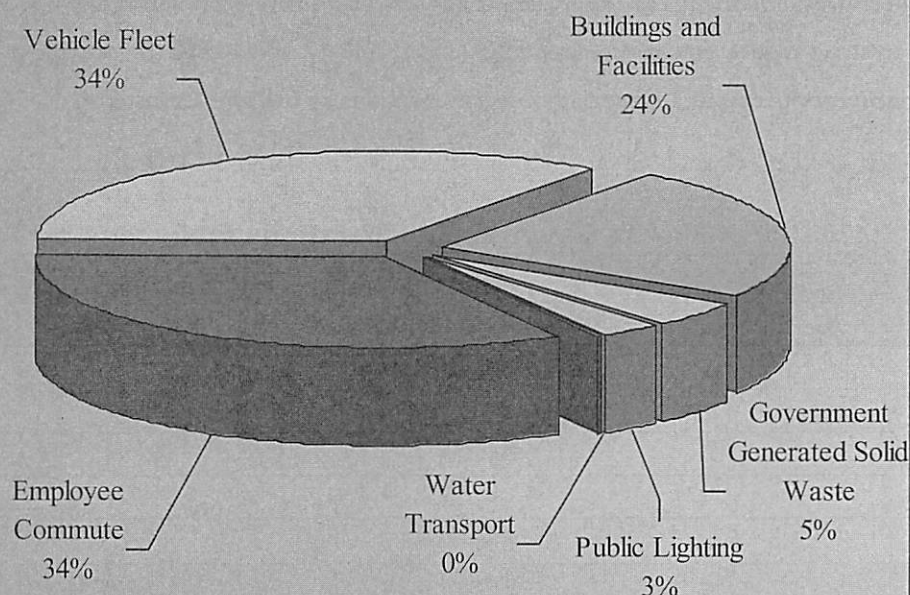


Table 16: 2005 City of Marina Government Operations Emissions by Sector

Sector	Greenhouse Gas Emissions (metric tons CO ₂ e)
Employee Commute	362
Vehicle Fleet	372
Buildings and Facilities	258
Government Generated Solid Waste	49
Public Lighting	32
Water Transport	2
TOTAL	1,076

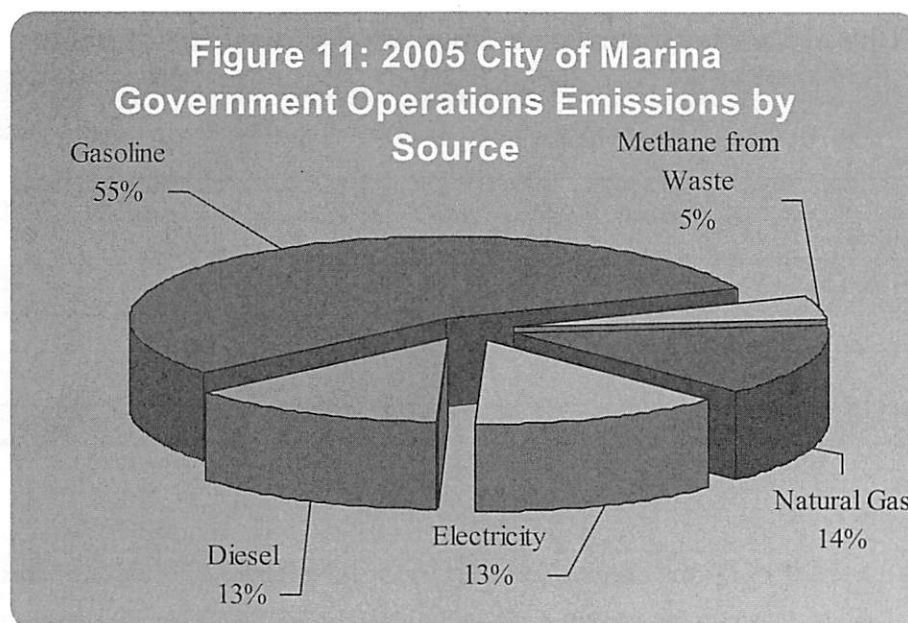
As shown in Figure 10, the City of Marina's vehicle fleet was the largest source of emissions (372 metric tons CO₂e) in 2005. Emissions from employee commutes produced the second highest quantity of emissions, resulting in 362 metric tons of CO₂e. The City of Marina's buildings and facilities produced 258 metric tons of CO₂e of total emissions with the remainder coming from government generated solid waste, public lighting and water delivery facilities.

4.2 Summary by Source

When considering how to reduce emissions, it is helpful to look not only at which sectors are generating emissions, but also at the specific raw resources and materials (gasoline, diesel, electricity, natural gas, solid waste, etc.) whose use and generation directly result in the release of greenhouse gases. This analysis can help target resource management in a way that will successfully reduce greenhouse gas emissions. Table 17 and Figure 11 provide a summary of the City of Marina's government operations 2005 greenhouse gas emissions by fuel type or material.

Table 17: 2005 City of Marina Government Operations Emissions by Source

Source	Greenhouse Gas Emissions (metric tons CO ₂ e)
Gasoline	591
Methane from Waste	49
Natural Gas	152
Electricity	140
Diesel	143
TOTAL	1,076



4.3 Summary of Energy-Related Costs

In addition to tracking energy consumption and generating estimates on emissions per sector, AMBAG has calculated the basic energy costs of various government operations. During 2005, the City of Marina spent approximately \$227,603 on energy (e.g., electricity, natural gas, gasoline, and diesel) for its operations. 55 percent of these energy expenses (\$124,547) are the result of electricity and natural gas purchases from PG&E. The City of Marina spent approximately \$103,056 on gasoline and diesel for the municipal fleet (45 percent of total costs). Beyond reducing harmful greenhouse gases, any future reductions in energy use will have the potential to reduce these costs, enabling the City of Marina to reallocate limited funds toward other municipal services or create a revolving energy loan fund to support future climate protection activities.

Table 18: 2005 City of Marina Energy Costs by Sector

Sector	Cost (\$)
Water Delivery Facilities	\$1,600
Vehicle Fleet	\$103,056
Buildings and Facilities	\$103,841
Public Lighting	\$19,106
Employee Commute	\$0
Government Generated Solid Waste	\$0
TOTAL	\$227,603

4.4 Detailed Sector Analyses

4.4.1 Buildings and Other Facilities

Through their use of energy for heating, cooling, lighting, and other purposes, buildings and other facilities operated by local governments constitute a significant amount of their greenhouse gas emissions. The City of Marina operates 11 facilities, including an airport. The City of Marina owns the Marina Municipal Airport but only has operational control over two buildings (the Administrative Building and Fire Hall No. 2 [Building 514]). The City leases the remainder of the City owned buildings for both aviation and non-aviation uses and responsibility for these buildings rests with the tenants under their lease agreements. Facility operations contribute to greenhouse gas emissions in two major ways. First, facilities consume electricity and fuels such as natural gas, and this consumption constitutes the majority of greenhouse gas emissions from facilities. In addition, fire suppression, air conditioning, and refrigeration equipment in buildings can emit hydrofluorocarbons (HFCs) and other greenhouse gases when these systems leak refrigerants or fire suppressants.

In 2005, the operation of the City of Marina's facilities produced approximately 258 metric tons of CO_{2e} from the above sources. Table 19 shows estimated costs associated with the activities that generated these emissions, and Figure 12 depicts 2005 emissions per facility. Of total facility emissions, 41 percent came from the consumption of electricity

and 59 percent came from the combustion of natural gas (see Figure 13). The City of Marina spent approximately \$103,841 in 2005 on the fuels and electricity that were the cause of these emissions. There were no emissions recorded from refrigerants leaked from HVAC, refrigeration, or fire suppression on 2005 due to a lack of complete data.

Table 19: Energy Use and Emissions from Buildings and General Facilities

Facility	Greenhouse Gas Emissions (metric tons CO ₂ e)	Percent Emissions of Total Facilities	Electricity Use (kWh)	Natural Gas Use (therms)	Cost (\$)
Office	42	16%	0	7,885	\$8,802
Corporate Yards	22	9%	51,804	2,012	\$10,155
Public Safety Building	40	15%	126,960	2,147	\$20,120
Recreational Facility	38	15%	8,920	6,721	\$9,210
Minor Facilities	31	12%	127,157	540	\$20,206
Teen/Youth Center	21	8%	19,575	3,156	\$6,412
Airport	19	8%	21,884	2,732	\$6,851
Multi-Use/Offices	12	5%	55,040	0	\$8,298
Office/Fire Station	12	5%	2,237	2,163	\$2,937
City Hall	10	4%	45,600	0	\$6,018
City Park	7	3%	8,030	889	\$2,126
Office Building	4	1%	9,680	251	\$2,706
TOTAL	258	100%	476,887	28,496	\$103,841

Figure 12: Emissions from Buildings and General Facilities

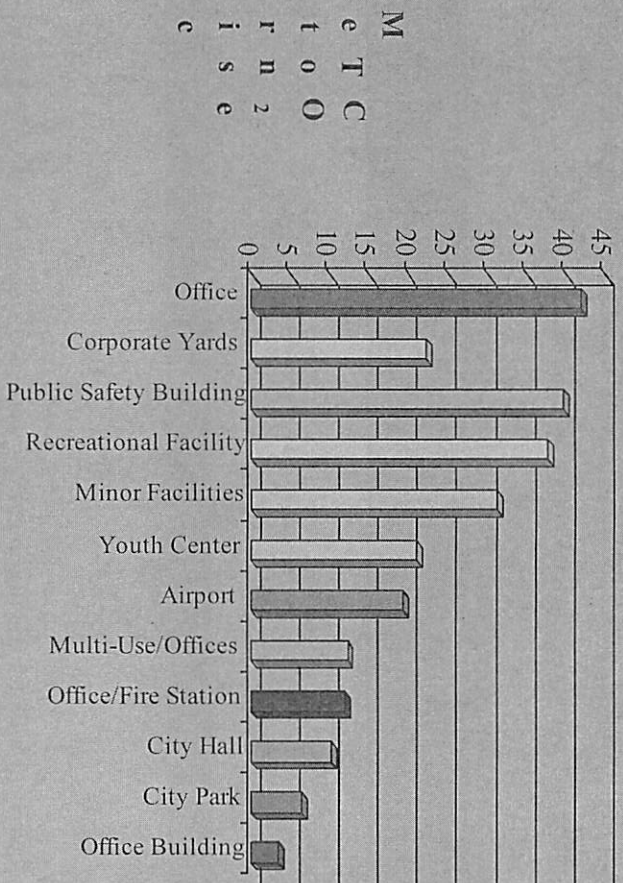
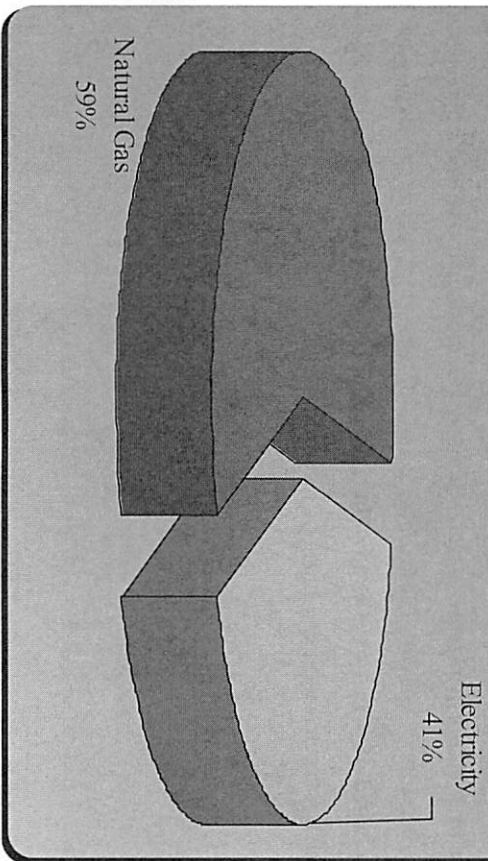


Figure 13: Emissions from Buildings and General Facilities by Source



4.4.2 Streetlights, Traffic Signals, and Other Public Lighting

Like most local governments, the City of Marina operates a range of public lighting, from traffic signals and controllers to streetlights and outdoors lighting. Electricity consumed in the operation of this infrastructure is a significant source of greenhouse gas emissions.

In 2005, public lighting in the City of Marina consumed a total of 141,765 kilowatt hours of electricity, producing approximately 32 metric tons of CO₂e. Table 20 depicts 2005 emissions per lighting type and estimated electricity consumption and costs associated with the activities that generated these emissions. City of Marina spent approximately \$19,106 in 2005 on the fuels and electricity that were the cause of these emissions. LS-1 lighting is not included in this report, as this category of lighting falls outside of City of Marina's operational control.

Table 20: Energy Use and Emissions from Public Lighting

Source	Greenhouse Gas Emissions (metric tons CO ₂ e)	Percent Emissions of All Lighting	Electricity Use (kWh)	Cost
Traffic Signals/Controllers	16	51%	72,263	\$10,416
Streetlights	6	19%	27,378	\$2,967
Other Outdoors Lighting	9	30%	42,124	\$5,723
TOTAL	32	100%	141,765	\$19,106

4.4.3 Water Transport

This section addresses any equipment used for the distribution of water and stormwater.²⁰ Typical systems included in this section are water pumps/lifts and sprinkler and other irrigation controls. The City of Marina operates a range of water transport equipment, including a water tower. Electricity consumption and the on-site combustion of fuels such as natural gas are the most significant sources of greenhouse gas emissions from the operation of the City of Marina's water transport equipment.

In 2005, the operation of the City of Marina's water transport equipment produced approximately 2 metric tons of CO₂e from the above mentioned sources. Table 21 depicts 2005 emissions per equipment type and shows estimated activities and costs associated with the operation of this equipment. The City of Marina spent approximately \$1,600 in 2005 on the fuels and electricity that were the cause of these emissions.

Table 21: Energy Use and Emissions from Water Transport Equipment

Source	Greenhouse Gas Emissions (metric tons CO ₂ e)	Percent Emissions of Total Water Transport Equipment	Electricity Use (kWh)	Natural Gas Use (Therms)	Cost (\$)
Irrigation / Sprinkler Systems	1	60%	4,197	77	\$933
Other Water Transport	1	40%	3,939		\$667
TOTAL	2	100%	8,136		\$1,600

²⁰ While equipment that transports water and stormwater may be managed separately in City of Marina's operations, the types of equipment are similar, and therefore the ways to reduce emissions from this equipment, are similar. For this reason, this section groups equipment used for transporting water and stormwater.

4.4.4 Vehicle Fleet and Mobile Equipment

The majority of local governments use vehicles and other mobile equipment as an integral part of their daily operations—from maintenance trucks used for parks and recreation to police cruisers and fire trucks. These vehicles and equipment burn gasoline, diesel, and other fuels, which results in greenhouse gas emissions. In addition, vehicles with air conditioning or refrigeration equipment use refrigerants that can leak from the vehicle. Emissions from vehicles and mobile equipment compose a significant portion of emissions within most local governments.

Table 22: Vehicle Fleet and Mobile Equipment Emissions

Source	Greenhouse Gas Emissions (metric tons CO ₂ e)	Percent Emissions of Total Vehicle Fleet and Mobile Equipment	Usage (gallons)	Cost (\$)
Aggregate Gasoline Usage	276	74%	31,300	\$78,876
Aggregate Diesel Usage	94	25%	9,300	\$24,180
CH ₄ /N ₂ O from VMT	2	1%	N/A	N/A
TOTAL	372	100%	40,600	103,056

In 2005, the City of Marina operated a vehicle fleet with 34 passenger cars, light trucks and heavy trucks. The City of Marina's vehicle fleet performed a number of essential services, from public works to police and fire department duties. The majority of vehicles in the fleet (46 percent) were used in the Police department, followed by the Public Works department fleet (32 percent). Aggregate fuel purchase records were used to calculate emissions from the City of Marina's vehicle fleet, as department-specific fuel usage data as not available for 2005. Fugitive methane and nitrous-oxide emissions were calculated using VMT data extrapolated from 2008 odometer records for all vehicles. The total odometer reading was divided by the number of years the vehicle was owned by the City in order to estimate annual VMT. While this represents the best possible estimate using available data, it should be noted that future tracking of annual VMT for each vehicle is highly recommended in order to improve the accuracy of future inventories.

In 2005, the City of Marina emitted approximately 372 metric tons of CO₂e as a result of the combustion of fuels to power the city's vehicle fleet. Table 22 shows estimated costs associated with the activities that generated these emissions. Across all government operations, emissions from mobile sources represented 32% percent of all inventoried emissions from the City of Marina's operations in 2005. Of total mobile emissions, 74 percent came from the consumption of gasoline and 25 percent came from the combustion of diesel. Emissions from leaked mobile refrigerants were not reported, as R-22 refrigerants are being phased out under the Montreal Protocol. The City of Marina spent approximately \$103,056 in 2005 on the fuels that were the cause of these emissions.

4.4.5 Government-Generated Solid Waste

Many local government operations generate solid waste, much of which is eventually sent to a landfill. Typical sources of waste in local government operations include paper and food waste from offices and facilities, construction waste from public works, and plant debris from parks departments. Organic materials in government-generated solid waste (including paper, food scraps, plant debris, textiles, wood waste, etc.) generate methane as they decay in the anaerobic environment of a landfill. An estimated 75 percent of this methane is routinely captured via landfill gas collection systems;²¹ however, a portion escapes into the atmosphere, contributing to the greenhouse effect. As such, estimating emissions from waste generated by government operations is an important component of a comprehensive emissions inventory.

Inventorying emissions from government-generated solid waste is considered optional by LGOP for two reasons. First, the emissions do not result at the point of waste generation (as with fuel combustion), but often in a landfill located outside of the City of Marina's jurisdictional boundaries. In addition, the emissions are not generated in the same year that the waste is disposed, but over a lengthy decomposition period. Since inventorying these emissions is considered optional, LGOP does not provide guidance on recommended methods for quantifying these types of emissions. ICLEI therefore devised data collection and calculation methods based upon previous experience and national standards. See Appendix K for more information for more detail on quantifying emissions from government-generated solid waste.

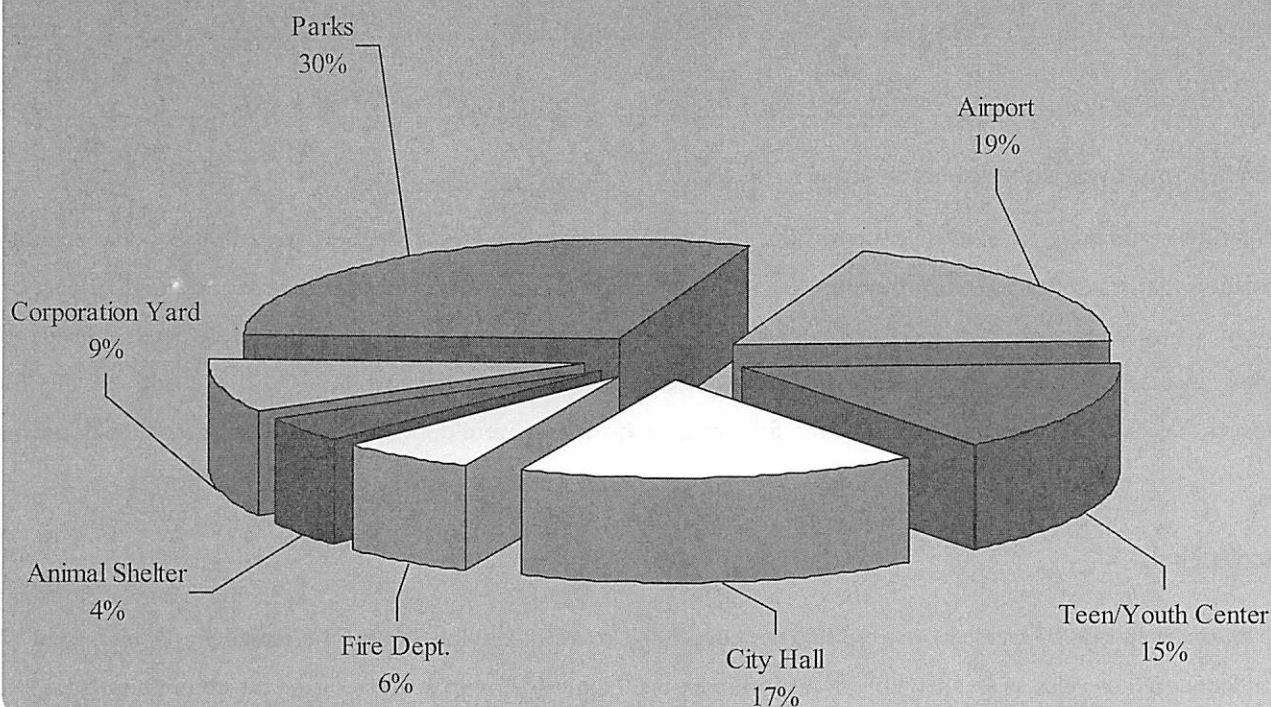
It is estimated that the waste disposed by government facilities in 2005 will cumulatively produce 2.35 metric tons of methane gas, or 49 metric tons CO₂e. Please see Table 23 and Figure 14 for a breakdown of emissions by facility.

Table 23: Emissions from Government-Generated Solid Waste

Source	Greenhouse Gas Emissions (metric tons CO ₂ e)	Percent Emissions of Total Government-Generated Solid Waste	Estimated Landfilled Waste (short tons)
Airport	9	19%	37
Teen/Youth Center	7	15%	29
City Hall	8	17%	33
Fire Dept.	3	6%	12
Animal Shelter	2	4%	8
Corporation Yard	4	9%	18
Parks	15	30%	59
TOTAL	49	100%	195

²¹ This is a default methane collection rate per LGOP. This rate can vary from 0 to 99 percent based upon the presence and extent of a landfill gas collection system at the landfill/s where the waste is disposed. Most commonly, captured methane gas is flared into the atmosphere, which converts the methane gas to CO₂ and effectively negates the climate change impact of the methane. Increasingly, landfill methane is being used to power gas-fired turbines as a carbon-neutral means of generating electricity.

Figure 14: Emissions from Government-Generated Solid Waste



4.4.6 Employee Commute

Fuel combustion from employees commuting to work is another important emissions source from the City of Marina's operations. Similar to the City of Marina's vehicle fleet, personal employee vehicles use gasoline and other fuels which, when burned, generate greenhouse gas emissions. Emissions from employee commutes are considered optional to inventory by LGOP because the vehicles are owned and operated privately by the employees. However, LGOP encourages reporting these emissions because local governments can influence how their employees commute to work through incentives and commuting programs. For this reason, employee commute emissions were included in this report as an area where the City of Marina could achieve significant reductions in greenhouse gases.

To calculate emissions, the City of Marina administered a survey to all of its employees regarding their commute patterns and preferences. The results were then extrapolated to represent emissions from all employees. See Appendix J for a detailed description of the survey and methods used to calculate emissions.

In 2005, employees commuting in vehicles to and from their jobs at the City of Marina emitted an estimated 362 metric tons of CO₂e. Table 24 shows estimated emissions and vehicle miles traveled for all City of Marina employees.

Table 24: Emissions from Employee Commutes

	Greenhouse Gas Emissions (metric tons CO ₂ e)	Estimated Vehicle Miles Traveled to Work	Average Estimated Vehicle Miles Traveled to Work
All Employees (Estimated)	362	937,143	9,612

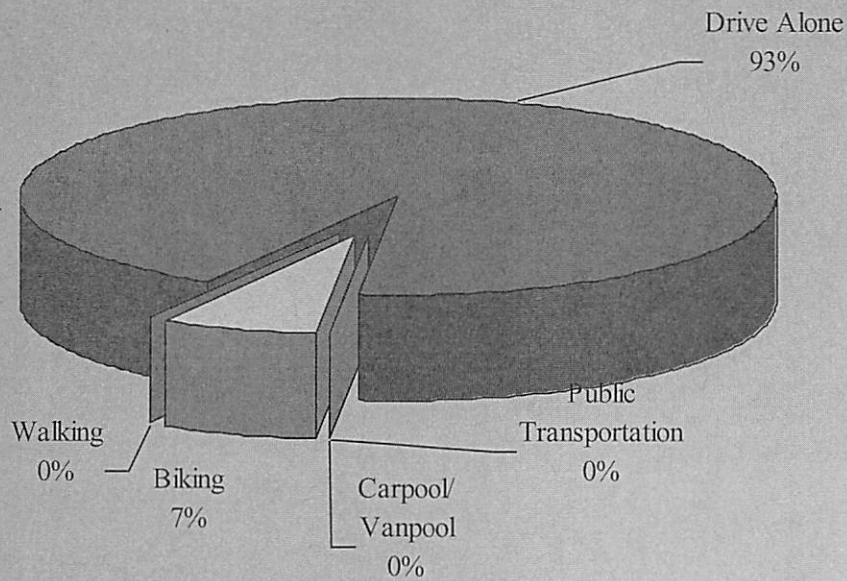
4.4.6.1 Employee Commute Indicators

In addition to estimating greenhouse gas emissions from employee commutes, AMBAG examined other policy-relevant information that was extracted from the employee commute survey—in this way, the City of Marina staff can develop the most effective policies to reduce emissions from employee commutes. These measures often have co-benefits including increased productivity, reduced commute times and costs, and improvement in the quality of life for employees. No extrapolation was done with the following data; analyses were done using data from survey respondents only.

Commute Modes

In 2005, the majority (93 percent) of respondents commuted to work driving alone. The remaining 7 percent of all respondents used bicycles as an alternative transportation. See Figure 15 for an analysis of the most common commute mode for employees who responded to the survey.

**Figure 15: Employee Commute Modes
(Responding Employees)**



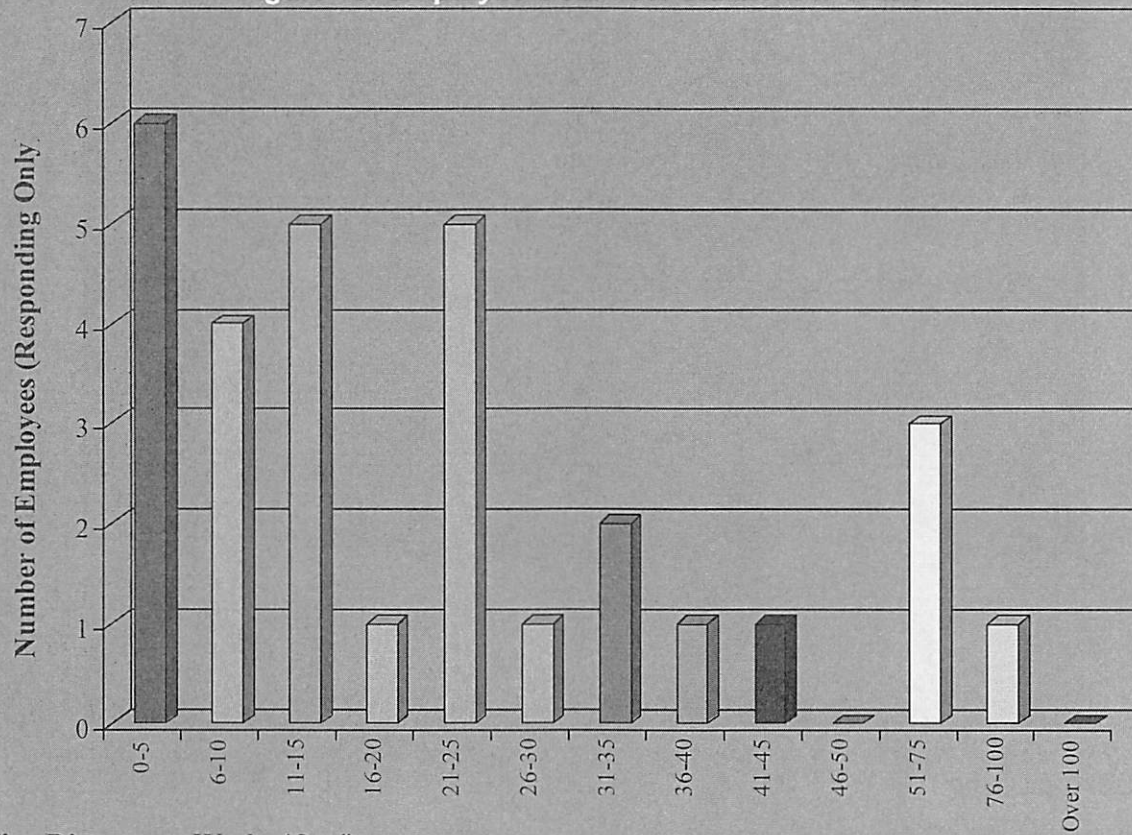
Commute Time and Costs

Table 25 shows the median time, cost, and distance of the City of Marina's employees' commutes. Figure 16 shows that many employees live within 12 miles, suggesting that there may be good opportunities for jurisdiction to promote effective carpooling, shuttle programs, or other alternative transit modes. Encouraging telecommuting and/or carpooling, if feasible, is also a viable option for the City of Marina. Promoting biking for employees living closer to work could be an option that has additional health benefits. By encouraging employees to take public transit and other alternatives modes of transportation through incentives, the City of Marina could not only reduce greenhouse gas emissions, but save employees money and time in the process.

Table 25: Distance, Time to Work and Cost of Employee Commutes

	Median Time to Work (daily minutes)	Median Cost of Commute (weekly)	Median Distance To Work (daily miles)
Responding Employees	16	\$28	12

Figure 16: Employee Commute Distance to Work



Median Distance to Work: 12 miles

Miles to Work

5. Conclusion

The City of Marina has taken steps toward reducing its impacts on the environment by quantifying its 2005 GHG emissions from local government operations and its community. Staff and policymakers have chosen to take a leadership role in addressing climate change, and this leadership will allow City of Marina to make informed decisions to create and implement innovative approaches to reduce its emissions.

This inventory provides an important foundation for the City of Marina's comprehensive approach to reducing the greenhouse gas emissions in its community and from its own government operations. Specifically, this inventory serves to:

- Establish a baseline for setting emissions reductions targets.
- Identify the largest sources of communitywide emissions.
- Identify the largest sources of emissions from local government operations.

This greenhouse gas emissions inventory provides an emissions baseline against which the City of Marina can set reductions targets and quantify emissions reductions. A greenhouse gas emissions reduction target represents the percentage by which the City of Marina plans to reduce total greenhouse gas emissions throughout the community and its government operations below base year levels by a chosen future target year. A target provides an objective toward which to strive and against which to measure progress.

In selecting a target, it is important to strike a balance. City of Marina will want to give itself enough time to implement chosen emissions reduction measures. A long-term target such as the year 2020 or 2035 is necessary in keeping with state legislation; however, setting near-term targets along the way can facilitate additional support and accountability, and help to ensure continued momentum around the City of Marina's local climate protection efforts. To monitor the effectiveness of its programs, the City of Marina may want to consider a plan to re-inventory its emissions at regular time intervals.

With regard to emissions from the City's local government operations, it is recommended that the City of Marina should begin to document emissions reduction measures that have been implemented since 2005 and should quantify the emissions benefits of these measures to demonstrate progress made to date. Examples include any retrofits to municipal facilities implemented through AMBAG Energy Watch, ARRA funding, or other programs; replacement of older, less efficient vehicles in the City's fleet; or any other efficiency measures which may have been taken since 2005.

6. Appendices

6.1. Appendix A - Detailed Community Greenhouse Gas Emissions in 2005

Sector	Emissions Source	Equiv CO ₂ (metric tons)	Equiv CO ₂ (%)	Data Source
Residential				
	Electricity	7,877	6.1	PG&E
	Natural Gas	14,102	10.9	PG&E
Subtotal Residential		21,979	17.0	
Commercial/Industrial				
	Electricity	6,348	4.2	PG&E
	Natural Gas	8,067	6.3	PG&E
Subtotal Commercial		14,415	11.2	
Transportation				
Local Roads AVMT		40,917	31.7	AMBAG
State Highways AVMT		46,433	36.0	AMBAG
Subtotal Transportation		87,350	67.7	
Aviation		438	0.3	
Waste				
ADC		0	0	CIWMB
Total Waste Disposed (w/o ADC)		4,765	3.7	CIWMB
Subtotal Wastes		4,765	3.7	
Grand Total		128,947	100	

6.2. Appendix B - Residential Sector Notes

Data Inputs:

Residential	Electricity Consumption	kWh	35,210,733
	Natural Gas Consumption	Therms	2,650,858

Data Sources:

All energy usage data provided by John Bohman and John Joseph at PG&E (GHGdatarequests@pge.com)

Notes:

AMBAG Housing Projections:

HOUSEHOLDS						
Year	2005	2010	2015	2020	2025	2030
Marina	8,612	9,437	10,662	11,487	12,312	13,137
Monterey County Total	137,338	147,221	156,061	162,857	169,933	176,236

6.3. Appendix C - Commercial / Industrial Sector Notes

Data Inputs:

Commercial	Electricity Consumption	kWh	23,559,950
	Natural Gas Consumption	Therms	1,516,413
Industrial	Electricity Consumption	kWh	N/A
	Natural Gas Consumption	Therms	N/A
	Industrial Electricity (Fails 15/15) ¹		0
	Industrial Natural Gas (Fails 15/15)		Fail
Direct Access (see below for DA emission factor)	Electricity Direct Access (from PG&E)	kWh	0
	% DA County Estimate for Residential	%	N/A
	% DA County Estimate for Commercial and Industrial ⁴	%	10.48
	Estimated Direct Access Electricity Consumption	kWh	2,469,388
	Natural Gas DA from Industries	Therms	0

Data Sources:

1. Pacific Gas and Electric Company (PG&E): John Bohman and John Joseph, GHGDataRequests@pge.com
2. California Energy Commission (CEC): Andrea Gough, agough@energy.state.ca.us, (916) 654-4928
3. ICLEI: Direct access (DA) electricity usage estimates calculated by ICLEI

Notes:

Emissions Factors:

PG&E-specific emissions factors were used for known electricity usage.

Emissions from direct access electricity were calculated using CEC/CARB “California Grid Average” emissions factors.

6.4. Appendix D - Transportation Sector Notes

Data Inputs:

Transportation	Local Roads (VMT) ²	Annual VMT	192,341
	State Highway VMT ³	Annual VMT	218,266

Data Sources:

Local Roads: Caltrans Highway Performance Monitoring System

Highways: AMBAG model (see below)

Notes:

D.1 VMT Data Collection

2005 VMT data for local roads was provided by Caltrans' Highway Performance Monitoring System (HPMS) and distributed by AMBAG. Highway VMT was extrapolated from AMBAG's transportation model using a GIS-based methodology developed by Bhupendra Patel and Charlie Buck of AMBAG. Highway VMT was allocated to jurisdictions based on the total length of all road segments intersecting the geographic boundaries of each jurisdiction.

D.2 Emissions Calculations

In order to calculate emissions from the transportation sector, AMBAG Energy Watch staff used the EMFAC 2007 software's emissions factors to remain consistent with MPO's. This software incorporates myriad factors that are adjusted to reflect specific conditions within each county in California, making its emissions factors more locally accurate than national figures from the EPA.

The EMFAC software model allows users to manually adjust local settings such as fleet mix, humidity, traffic speeds, fuel mix, and many other factors in order to model county-wide emissions under variable future conditions. For purposes of this inventory, AMBAG Energy Watch staff ran the model for each of AMBAG's three counties (Monterey, Santa Cruz, and San Benito), leaving all CARB default values in place. Staff then used the EMFAC output to calculate local fleet mix and emissions factors for each vehicle type. Different emissions factors were calculated for CO₂ and CH₄. The total VMT (local roads and highways) was then distributed among the various EMFAC-defined vehicle types according to percentages derived from the EMFAC output. The appropriate emissions factor for each vehicle type was then applied for both greenhouse gases. Finally, global warming potentials were factored in and the total emissions from each vehicle type were summed to reach the total CO₂e emissions from transportation. This methodology was developed by Nesamani Kalandiyur at CARB and Charlie Buck at AMBAG Energy Watch.

6.5. Appendix E - Waste Sector Notes

Data Inputs:

Waste	Total Landfill Waste (See Waste Table)	Short Tons	26,098
	Total Alternative Daily Cover (See Waste Table)	Short Tons	2,101
	% ADC Green Material	%	0
	Landfill Waste in Place in 2005	Short Tons	n/a
	Landfill Waste in Place in 2020	Short Tons	n/a
	Year Opened		n/a

Data Sources:

CalRecycle: Disposal Reporting System (DRS)

(<http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>)

Methods:

6.6. Appendix F - Forecast Tables

AMBAG Population Growth Projections:

TOTAL POPULATION					
JURISDICTION	2005	2010	2015	2020	Annual Growth Rate
Carmel-by-the-Sea	4,091	4,075	3,848	3,873	-0.36%
Del Rey Oaks	1,647	1,627	1,745	2,237	2.06%
Gonzales	8,399	10,831	13,304	15,969	4.38%
Greenfield	13,357	17,795	19,090	21,855	3.34%
King City	11,430	13,540	15,392	17,269	2.79%
Marina	19,051	24,551	26,658	29,274	2.91%
Monterey	30,467	30,106	30,092	30,278	-0.04%
Pacific Grove	15,528	15,530	15,550	15,550	.01%
Salinas	149,705	153,779	162,044	163,234	0.58%
Sand City	302	447	1,498	1,498	11.27%
Seaside	35,173	34,666	35,165	35,158	0.00%
Soledad	27,365	28,853	31,115	33,760	1.41%
Monterey Unincorporated	106,117	109,509	111,105	113,778	0.47%
Hollister	37,002	40,415	44,613	49,064	1.9%
San Juan Bautista	1,722	1,937	2,121	2,356	2.11%
San Benito Unincorporated	18,600	20,079	21,737	24,720	
Capitola	9,918	10,124	10,222	10,693	0.5%
City of Santa Cruz	56,421	58,919	62,480	63,265	0.77%
Scotts Valley	11,565	11,923	12,126	12,311	0.42%
Watsonville	49,571	51,903	54,857	56,544	0.88%
Santa Cruz Unincorporated	132,617	135,173	135,297	137,681	0.25%
TOTAL AMBAG REGION	740,048	775,782	810,059	840,367	0.85%

AMBAG Job Growth Projections:

TOTAL JOBS						
JURISDICTION	2000	2005	2010	2015	2020	Annual Growth Rate
Carmel-by-the-Sea		3,245	3,245	3,245	3,245	0%
Del Rey Oaks		354	360	377	395	0.73%
Gonzales		1,014	1,063	1,100	1,140	0.78%
Greenfield		962	1,008	1,045	1,230	1.65%
King City		2,859	2,923	3,047	3,186	0.72%
Marina		3,253	3,334	3,653	3,990	1.37%
Monterey		32,327	32,752	34,209	35,773	0.68%
Pacific Grove		6,936	7,058	7,406	7,586	0.6%
Salinas		49,141	49,872	52,135	54,230	0.66%
Sand City		2,219	2,366	2,629	2,933	1.88%
Seaside		6,840	7,360	7,792	8,462	1.43%
Soledad		5,501	5,868	5,890	6,008	0.59%
Monterey Unincorporated		78,459	79,221	81,082	82,882	0.37%
Hollister		10,527	10,898	11,393	12,056	0.91%
San Juan Bautista		210	220	233	248	1.11%
San Benito Unincorporated		6,173	6,262	6,465	6,745	0.59%
Capitola		8,128	8,042	8,571	9,008	0.69%
City of Santa Cruz		34,016	33,826	35,527	37,411	0.64%
Scotts Valley		8,944	8,840	9,287	9,749	0.58%
Watsonville		22,917	22,369	23,409	24,552	0.46%
Santa Cruz Unincorporated		42,317	41,992	44,008	46,150	0.58%
TOTAL AMBAG REGION		323,097	328,879	342,503	356,979	0.67%

6.7. Appendix G – Community Inventory Methodology

This appendix expands on the description of methodology provided in Section 2, describing in more detail the data sources and processes used to calculate emissions in the community inventory.

G.1 Overview of Inventory Contents and Approach

The community inventory describes emissions of the major greenhouse gases from the residential, commercial/industrial, transportation, solid waste, and wastewater sectors. As explained in Section 2, emissions are calculated by multiplying activity data—such as kilowatt hours or gallons of gasoline consumed—by emissions factors, which provide the quantity of emissions per unit of activity. Activity data is typically available from electric and gas utilities, planning and transportation agencies and air quality regulatory agencies. Emissions factors are drawn from a variety of sources, including the California Climate Action Registry, the Local Governments Operations Protocol, and air quality models produced by CARB.

In this inventory, all GHG emissions are converted into carbon dioxide equivalent units, or CO₂e, per guidance in the Local Government Operations Protocol (LGOP). The LGOP provides standard factors to convert various greenhouse gases into carbon dioxide equivalent units; these factors are known as Global Warming Potential factors, representing the ratio of the heat-trapping ability of each greenhouse gas relative to that of carbon dioxide.

The community inventory methodology is based on guidance from ICLEI's draft International Local Government GHG Emissions Analysis Protocol (IEAP).

G.1.1 Emissions Sources Included and Excluded

In general, local jurisdictions should seek to measure all emissions of the six Kyoto Protocol greenhouse gases²² occurring within the jurisdictional boundaries. In practice, this level of detail may not be feasible for the local jurisdiction.

Local governments will often choose to exclude emissions sources that meet the following criteria:

- ***Below the significance threshold.*** In the ICLEI reporting standard, emissions sources can be excluded from the analysis (e.g. are “*de minimis*”) if, when combined, the excluded emissions total less than 5% of the total of the emissions from the Community or Government Inventory.²³
- ***Insufficient data or accepted standard methodology.*** The science is still evolving in many sectors, and accurate records or standards for measuring emissions are not always available. Examples include non-combustion industrial emissions sources or emissions from composting activities.
- ***Emissions largely located outside the jurisdiction's boundaries.*** These types of emissions could include such sources as aviation departing from local airports or regional transit emissions.

²² CO₂, CH₄, N₂O, SF₆, perfluorocarbons (PFCs) and hydrofluorocarbons (HFCs)

²³ Note: an inventory should include at least 95% of the emissions released by the government and community as a whole. Therefore, if a large number of small emissions sources occur within the jurisdiction, they cannot all be ignored.

In this inventory, the following emissions were below the significance threshold and were not included:

- SF₆, perfluorocarbons (PFCs), and hydrofluorocarbon (HFCs) emissions
- N₂O emissions from transportation
- Emissions of minor off-road sources (those not included in the table above)
- Stationary emissions from propane and diesel fuels
- Non-combustion industrial emissions sources

The following sources were excluded because they occurred largely outside the jurisdiction's boundaries:

- Aviation
- Rail
- Regional public transit

G.2 Emissions Forecast

This inventory includes a “business-as-usual” forecast to 2020, estimating emissions that will occur if no new emissions reduction policies are implemented. The forecast is based on household, population, and job projections from AMBAG’s *Monterey Bay Area 2008 Regional Forecast*. As a business-as-usual projection, the forecast does not take into account legislation or regulation currently under development, and relies on demographic data as the basis for estimating growth in each sector. The forecasting approach varies for each sector:

- Residential emissions are based on projected growth in local jurisdiction *households*.
- Commercial / industrial sector emissions are correlated with forecasted *job growth* in the local jurisdiction.
- Transportation emissions are based on projected growth rates in *regional vehicle miles traveled* associated with AMBAG’s Regional Transportation Plan 2030.
- Solid waste and wastewater emissions are correlated with forecasted *population* growth in the local jurisdiction.

G.3 The Built Environment: Residential, Commercial, and Industrial Sectors

Electricity and natural gas sold to Pacific Gas and Electric customers as bundled service (both energy generation and transmission/distribution) was provided by John Bohman and John Joseph at PG&E. Direct access electricity was estimated using ICLEI’s DA calculator, as PG&E does not track direct access purchases in its territory. Bundled PG&E electricity emissions were calculated in ICLEI’s CACP software using PG&E-specific emissions factors provided by the California Climate Action Registry. Direct access electricity consumption was calculated in CACP using CARB/CEC average emissions factors for California. All natural gas emissions were calculated in CACP with default emissions factors from the Local Government Operations Protocol.

G.4 Transportation

On-road transportation emissions were derived from local jurisdiction vehicle miles traveled (VMT) data and regional vehicle and travel characteristics. Observed 2005 VMT on non-state facilities (referred to in the inventory as “local roads”) was obtained from Caltrans’ Highway Performance Monitoring System reports. VMT on state highways in the local jurisdiction was derived from a GIS shapefile output from the AMBAG transportation model. For state highway segments that crossed jurisdictional boundaries, the segments were clipped in GIS and only the portion within the boundaries was accounted for. Since state highway VMT data is reported as *daily* VMT, these figures were multiplied by 365 to reach annual 2005 VMT.

The EMFAC2007 model developed by CARB was used to calculate emissions from these VMT figures. EMFAC defaults for each county include regionally-specific information on the mix of vehicle classes and model years, as well as ambient conditions and travel speeds that determine fuel efficiency. The model estimates carbon dioxide and methane emissions from these factors and inputted vehicle activity data.

For purposes of this inventory, AMBAG Energy Watch staff ran the model for each of AMBAG’s three counties (Monterey, Santa Cruz, and San Benito), leaving all CARB default values in place (including VMT). Staff then used the EMFAC output to calculate local fleet mix and emissions factors for each vehicle type. Different emissions factors were calculated for CO₂ and CH₄. The total VMT (local roads and highways) was then distributed among the various EMFAC-defined vehicle types according to percentages derived from the EMFAC output. The appropriate emissions factor for each vehicle type was then applied for both greenhouse gases. Finally, global warming potentials were factored in and the total emissions from each vehicle type were summed to reach the total CO₂e emissions from transportation. This methodology was developed by Nesamani Kalandiyur at CARB and Charlie Buck at AMBAG Energy Watch.

G.5 Solid Waste

Emissions from solid waste were captured in two ways: emissions from landfills located in the jurisdiction in the base year (“landfill waste-in-place”), and future emissions from decomposition of waste generated in the local jurisdiction in the base year (“community-generated solid waste”).

G.5.1 Landfill Waste-in-Place

Methane emissions for the MRWMD owned Monterey Peninsula Landfill was based on MBUPACD calculations from 2008, as this was the first year the Air District tracked all three major greenhouse gases from major emitters.

G.5.2 Community-Generated Solid Waste

Community-generated solid waste emissions were calculated in CACP using waste disposal data obtained from the California Integrated Waste Management Board Disposal Reporting System, which records tonnages of municipal solid

waste and alternative daily cover by local jurisdiction. Emissions were calculated using the same methodology as described in Appendix K for government-generated solid waste.

G.6 Wastewater

Emissions from wastewater treatment were provided by David Craft at MBUAPCD.

6.7. Appendix H – Local Government Operations Protocol

This inventory follows the standard outlined in the Local Government Operations Protocol, which was adopted in 2008 by CARB and serves as the national standard for quantifying and reporting greenhouse emissions from local government operations. This and the other inventories conducted for the AMBAG Regional Inventory Collaborative are the first to follow LGOP, representing a strong step toward standardizing how inventories are conducted and reported.

H.1 Local Government Operations Protocol

H.1.1 Background

In 2008, ICLEI, CARB, and the California Climate Action Registry (CCAR) released LGOP to serve as a U.S. supplement to the International Emissions Analysis Protocol. The purpose of LGOP is to provide the principles, approach, methodology, and procedures needed to develop a local government operations greenhouse gas emissions inventory. It leads participants through the process of accurately quantifying and reporting emissions, including providing calculation methodologies and reporting guidance. LGOP guidance is divided into three main parts: identifying emissions to be included in the inventory, quantifying emissions using best available estimation methods, and reporting emissions.

The overarching goal of LGOP is to allow local governments to develop emissions inventories using standards that are consistent, comparable, transparent, and recognized nationally, ultimately enabling the measurement of emissions over time. LGOP adopted five overarching accounting and reporting principles toward this end: relevance, completeness, consistency, transparency and accuracy. Methodologies that did not adhere to these principles were either left out of LGOP or included as Scope 3 emissions. LGOP was created solely to standardize how emissions inventories are conducted and reported; as such it represents a currently accepted standard for inventorying emissions but does not contain any legislative or program-specific requirements. Mandates by the State of California or any other legislative body, while possibly using LGOP as a standard, do not currently exist, and California local governments are not currently required to inventory their emissions. Program-specific requirements, such as ICLEI's Milestones or CCAR's reporting protocol, are addressed in LGOP but should not be confused with LGOP itself.

Also, while LGOP standardizes inventories from government operations, it does not seek to be a wholly accurate inventory of all emissions sources, as certain sources are currently excluded or otherwise impossible to accurately estimate. This and all emissions inventories therefore represent a best estimate of emissions using best available data and calculation methodologies; it does not provide a complete picture of all emissions resulting from City of Marina's operations, and emissions estimates are subject to change as better data and calculation methodologies become available in the future.

H.1.2 Organizational Boundaries

Setting an organizational boundary for greenhouse gas emissions accounting and reporting is an important first step in the inventory process. The organizational boundary for the inventory determines which aspects of operations are included in the emissions inventory, and which are not. Under LGOP, two control approaches are used for reporting emissions: operational control or financial control. A local government has operational control over an operation if it has full authority to introduce and implement its operating policies at the operation. A local government has financial control if the operation is fully consolidated in financial accounts. If a local government has joint control over an operation, the contractual agreement will have to be examined to see who has authority over operating policies and implementation, and thus the responsibility to report emissions under operational control.²⁴ Local governments must choose which approach is the most applicable and apply this approach consistently throughout the inventory.

While both control approaches are acceptable, there may be some instances in which the choice may determine whether a source falls inside or outside of a local government's boundary. LGOP strongly encourages local governments to utilize operational control as the organization boundary for a government operations emissions inventory. Operational control is believed to most accurately represent the emissions sources that local governments can most directly influence, and this boundary is consistent with other environmental and air quality reporting program requirements. For this reason, all inventories in the AMBAG Regional Inventory Collaborative are being conducted according to the operational control framework.

H.1.3 Types of Emissions

The greenhouse gases inventoried in this report are described in Section 2.1 As described in LGOP, emissions from each of the greenhouse gases can come in a number of forms:

Stationary or mobile combustion: These are emissions resulting from on-site combustion of fuels (natural gas, diesel, gasoline, etc.) to generate heat, electricity, or to power vehicles and mobile equipment.

Purchased electricity: These are emissions produced by the generation of power from utilities outside of the Jurisdiction.

Fugitive emissions: Emissions that result from the unintentional release of greenhouse gases into the atmosphere (e.g., leaked refrigerants, methane from waste decomposition, etc.).

Process emissions: Emissions from physical or chemical processing of a material (e.g., wastewater treatment).

A1.4 Quantifying Emissions

Emissions can be quantified two ways:

Measurement-based methodologies refer to the direct measurement of greenhouse gas emissions (from a monitoring system) emitted from a flue of a power plant, wastewater treatment plant, landfill, or industrial facility. This

²⁴ Please see Local Government Operations Protocol for more detail on defining your organizational boundary:
<http://www.icleiusa.org/programs/climate/ghg-protocol>

methodology is not generally available for most types of emissions and will only apply to a few local governments that have these monitoring systems.

The majority of the emissions recorded in the inventory can be and will be estimated using **calculation-based methodologies** to calculate their emissions using activity data and emission factors. To calculate emissions, the equation below is used:

$$\text{Activity Data} \times \text{Emission Factor} = \text{Emissions}$$

Activity data refer to the relevant measurement of energy use or other greenhouse gas–generating processes such as fuel consumption by fuel type, metered annual energy consumption, and annual vehicle mileage by vehicle type. Emissions factors are calculated ratios relating emissions to a proxy measure of activity at an emissions source (e.g., CO₂ generated/kWh consumed). For a list of common emissions calculations see Table 2.2.

The guidelines in LGOP are meant to provide a common method for local governments to quantify and report greenhouse gas emissions by using comparable activity data and emissions factors. However, LGOP recognizes that local governments differ in how they collect data concerning their operations and that many are not able to meet the data needs of a given estimation method. Therefore, LGOP outlines both “recommended” and “alternative” methods to estimate emissions from a given source. In this system, recommended methods are the preferred method for estimating emissions, as they will result in the most accurate estimate for a given emission source. Alternative methods often require less intensive data collection, but are likely to be less accurate. This approach allows local governments to estimate emissions based on the data currently available to them. It also allows local governments that are unable to meet the recommended methods to begin developing internal systems to collect the data needed to meet these methods.

This inventory has used the recommended activity data and emissions factors wherever possible, using alternative methods where necessary. For details on the methodologies used for each sector, see Appendix B.

H.1.5 Reporting Emissions

H.1.5.1 Significance Thresholds

Within any local government’s own operations there will be emission sources that fall within Scope 1 and Scope 2 that are minimal in magnitude and difficult to accurately measure. Within the context of local government operations, emissions from leaked refrigerants, backup generators and other septic tanks may be common sources of these types of emissions. For these small, difficult to quantify emission sources, LGOP specifies that up to 5 percent of total emissions can be reported using estimation methods not outlined in LGOP.²⁵

²⁵ In the context of registering emissions with an independent registry (such as the California Climate Action Registry), emissions that fall under the significance threshold are called *de minimis*. This term, however, is not used in LGOP and was not used in this inventory.

In this report, the following emissions fell under the significance threshold and were reported using best available methods:

Scope 1 fugitive emissions from leaked refrigerants from HV/AC and refrigeration equipment

Scope 1 fugitive emissions from leaked/deployed fire suppressants

Scope 1 CH₄ and N₂O emissions from vehicle fleet

Other emissions as appropriate

H.1.5.2 Units Used in Reporting Emissions

LGOP requires reporting of individual gas emissions, and this reporting is included in Appendix B. In this narrative report, emissions from all gases released by an emissions source (e.g., stationary combustion of natural gas in facilities) are combined and reported in metric tons of carbon dioxide equivalent (CO₂e). This standard is based on the global warming potential (GWP) of each gas, which is a measure of the amount of warming a greenhouse gas may cause, measured against the amount of warming caused by carbon dioxide. For the GWPs of reported greenhouse gases, see Table 2.1.

H.1.5.3 Information Items

Information items are emissions sources that, for a variety of reasons, are not included as Scope 1, 2, or 3 emissions in the inventory. In order to provide a more complete picture of emissions from Jurisdiction's operations, however, these emissions should be quantified and reported.

In this report, the following emissions are included as information items (emission quantities are reported in Appendix B):

Scope 1 CO₂ emissions from flared methane in landfill gas

Scope 1 CO₂ emissions from flared methane from biogas emitted during wastewater treatment

Scope 1 CO₂ emissions from biodiesel consumption to power vehicle fleet

Ozone depleting chemical used as refrigerants (most notably R-22 and halons)

A common emission that is categorized as an information item is carbon dioxide emissions caused by the combustion of biogenic fuels. Local governments will often burn fuels that are of biogenic origin (wood, landfill gas, organic solid waste, biofuels, etc.) to generate power. Common sources of biogenic emissions are the combustion of landfill gas from landfills or biogas from wastewater treatment plants, as well as the incineration of organic municipal solid waste at incinerators.

Carbon dioxide emissions from the combustion of biogenic fuels are not included in Scope 1 based on established international principles.²⁶ These principles indicate that biogenic fuels (e.g., wood, biodiesel), if left to decompose in the natural environment, would release CO₂ into the atmosphere, where it would then enter back into the natural carbon cycle. Therefore, when wood or another biogenic fuel is combusted, the resulting CO₂ emissions are akin to natural

²⁶ Methane and nitrous oxide emissions from biogenic fuels are considered Scope 1 stationary combustion emissions and are included in the stationary combustion sections for the appropriate facilities.

emissions and should therefore not be considered as human activity-generated emissions. The CH₄ and N₂O emissions, however, would not have occurred naturally and are therefore included as Scope 1 emissions.

H.2 Baseline Years

Part of the local government operations emissions inventory process requires selecting a “performance datum” with which to compare current emissions, or a base year. Local governments should examine the range of data they have over time and select a year that has the most accurate and complete data for all key emission sources. It is also preferable to establish a base year several years in the past to be able to account for the emissions benefits of recent actions. A local government’s emissions inventory should comprise all greenhouse gas emissions occurring during a selected *calendar* year.

For the AMBAG Regional Inventory Collaborative, 2005 was chosen as the baseline year; the 1990 baseline year for California is usually difficult for most local governments to meet and would not produce the most accurate inventory. After setting a base year and conducting an emissions inventory for that year, local governments should make it a practice to complete a comprehensive emissions inventory on a regular basis to compare to the baseline year. Conducting an emissions inventory at least every five years is recommended.

6.11. Appendix I – Local Government Operations Standard Report

Local Government Operations Standard Inventory Report

1. Local Government Profile

Jurisdiction Name:	City of Marina
Street Address:	211 Hillcrest Avenue
City, State, ZIP, Country:	Marina, California, 93933, Monterey County
Website Address:	www.ci.marina.ca.us
Size (sq. miles):	9.48
Population:	19,265 (Jan 2009)
Annual Budget:	10.571 million (July 2009)
Employees (Full Time Equivalent):	97
Climate Zone:	CA Climate Zone 3*
Annual Heating Degree Days*:	2413
Annual Cooling Degree Days*:	274
Lead Inventory Contact Name:	Theresa Szymanis
Title:	Planning Services Manager
Department:	City Planning
Email:	tszymanis@ci.marina.ca.us
Phone Number:	831.884.1220

* www.energycodes.gov/implement/pdfs/climate_paper_review_draft_rev.pdf

** www7.ncdc.noaa.gov/CDO/CDODivisionalSelect.jsp#

Services Provided:

☐ Water treatment	☐ Mass transit (buses)	☐ Hospitals	☐ Natural gas utility
☒ Water distribution	☐ Mass transit (light rail)	☒ Airport	☐ Other (Specify below)
☐ Wastewater treatment	☐ Mass transit (ferries)	☐ Seaport/shipping terminal	
☐ Wastewater collection	☐ Schools (primary/secondary)	☐ Marina	
☐ Electric utility	☐ Schools (colleges/universities)	☐ Stadiums/sports venues	
☒ Fire Protection	☐ Solid waste collection	☐ Convention center	
☒ Police	☐ Solid waste disposal	☒ Street lighting and traffic signals	

GHG Emissions Summary (All Units in Metric Tons Unless Stated Otherwise)

Note: CO₂e totals listed here are summed totals of the estimated emissions of each inventoried gas based upon their global warming potentials (Appendix E of LGOP)

BUILDINGS & OTHER FACILITIES

SCOPE 1		CO ₂ e	CO ₂	CH ₄	N ₂ O	HFCs	PFCs	SF ₆
Stationary Combustion Fugitive Emissions Total Direct Emissions from Buildings & Facilities		151.587	151.200	0.014	0.000			
		151.587	151.200	0.014	0.000	0.000	0.000	0.000
SCOPE 2		CO ₂ e	CO ₂	CH ₄	N ₂ O			
Purchased Electricity Purchased Steam District Heating & Cooling Total Indirect Emissions from Buildings & Facilities		106.681	105.811	0.006	0.002			
		106.681	105.811	0.006	0.002			

STREETLIGHTS AND TRAFFIC SIGNALS							
SCOPE 2		Purchased Electricity	CO ₂ e	CO ₂	CH ₄	N ₂ O	
		Total Indirect Emissions from Streetlights and Traffic Signals	31.713	31.455	0.002	0.001	
SCOPE 3		See list at bottom for some examples	CO ₂ e				
INDICATORS							
WATER DELIVERY FACILITIES							
SCOPE 1		Stationary Combustion	CO ₂ e	CO ₂	CH ₄	N ₂ O	HFCs PFCs SF ₆
		Total Direct Emissions from Water Delivery Facilities	0.410	0.409	0.000	0.000	0.000 0.000 0.000
SCOPE 2		Purchased Electricity	CO ₂ e	CO ₂	CH ₄	N ₂ O	
		Purchased Steam	1.820	1.805	0.000	0.000	
		District Heating & Cooling					
		Total Indirect Emissions from Water Delivery Facilities	1.820	1.805	0.000	0.000	
SCOPE 3		See list at bottom for some examples	CO ₂ e				
INDICATORS		Gallons of Drinking Water Treated					
		Gallons of Water Transported					
VEHICLE FLEET							
SCOPE 1		Mobile Combustion	CO ₂ e	CO ₂	CH ₄	N ₂ O	HFCs PFCs
		Fugitive Emissions	369.938	369.938			
		Total Direct Emissions from Vehicle Fleet	2.379		0.005	0.007	0.000 0.000
SCOPE 2		Purchased Electricity for Electric Vehicles	CO ₂ e	CO ₂	CH ₄	N ₂ O	
		Total Indirect Emissions from Vehicle Fleet	0.000	0.000	0.000	0.000	
SCOPE 3		See list at bottom for some examples	CO ₂ e				
INDICATORS		Number of Vehicles	34.000				
		Vehicle Miles Traveled	239,928.000				
		Number of Pieces of Equipment	166.000				
		Equipment Operating Hours					
WASTE GENERATION							
SCOPE 3		Waste All Facilities	CO ₂ e				
			49.454				
INDICATORS		Short tons of solid waste accepted for disposal					
		Short tons of recyclable materials accepted for processing					
EMPLOYEE COMMUTE							
SCOPE 3		Mobile Combustion	CO ₂ e				
			361.823				
INDICATORS		Vehicle Miles Traveled					
		Number of Vehicles					
Total Emissions							
SCOPE 1		CO ₂ e	CO ₂	CH ₄	N ₂ O	HFCs	PFCs SF ₆
SCOPE 2		524.315	521.547	0.019	0.008	0.000	0.000 0.000
SCOPE 3		140.214	139.071	0.008	0.003	0.000	0.000 0.000
INFORMATION ITEMS		411.277					
		0.000					

3. Activity Data Disclosure

BUILDINGS & OTHER FACILITIES (Chapter 6)

SCOPE 1

Stationary Combustion

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and References
Natural Gas	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	26,484	therms	PG&E
	CO ₂	Primary	Known fuel use	26,484	therms	PG&E
	CH ₄	Primary	Known fuel use	26,484	therms	PG&E
	N ₂ O	Primary	Known fuel use	26,484	therms	PG&E

SCOPE 2

Purchased Electricity

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and References
Electricity	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	425,083	kWh	PG&E
	CO ₂	Primary	Known Electricity Use	425,083	kWh	PG&E
	CH ₄	Primary	Known Electricity Use	425,083	kWh	PG&E
	N ₂ O	Primary	Known Electricity Use	425,083	kWh	PG&E

STREETLIGHTS AND TRAFFIC SIGNALS (Chapter 6.2)

SCOPE 2

Purchased Electricity

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and References
Electricity	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	141,765	kWh	PG&E
	CO ₂	Primary	Known Electricity Use	141,765	kWh	PG&E
	CH ₄	Primary	Known Electricity Use	141,765	kWh	PG&E
	N ₂ O	Primary	Known Electricity Use	141,765	kWh	PG&E

WATER DELIVERY FACILITIES (Chapter 6)

SCOPE 1

Stationary Combustion

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and References
Natural Gas	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	77	therms	PG&E
	CO ₂	Primary	Known Fuel Use	77	therms	PG&E
	CH ₄	Primary	Known Fuel Use	77	therms	PG&E
	N ₂ O	Primary	Known Fuel Use	77	therms	PG&E

SCOPE 2

Purchased Electricity

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and References
Electricity	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	8,136	kWh	PG&E
	CO ₂	Primary	Known Electricity Use	8,136	kWh	PG&E
	CH ₄	Primary	Known Electricity Use	8,136	kWh	PG&E
	N ₂ O	Primary	Known Electricity Use	8,136	kWh	PG&E

VEHICLE FLEET (Chapter 7)

SCOPE 1

Mobile Combustion

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and References
Gasoline	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	31,300	gallons; miles	Gart A. Cramblett, Superintendent, Public Works Division
	CO ₂	Alternate	Fuel estimates; proxy year data	31,300	gallons; miles	Gart A. Cramblett,
	CH ₄	Alternate	Proxy year data (2008)	31,300	miles; gallons	Gart A. Cramblett,
	N ₂ O	Alternate	Proxy year data (2008)	31,300	miles; gallons	Gart A. Cramblett,
Diesel	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	9,300	gallons; miles	Gart A. Cramblett, Superintendent, Public Works Division
	CO ₂	Alternate	Fuel estimates; proxy year data	9,300	gallons; miles	Gart A. Cramblett,
	CH ₄	Alternate	Proxy year data (2008)	9,300	miles; gallons	Gart A. Cramblett,
	N ₂ O	Alternate	Proxy year data (2008)	9,300	miles; gallons	Gart A. Cramblett,

WASTE GENERATION (Scope 3)
SCOPE 3

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and Referen
Generated Waste	CH ₄	Alternate	Estimated waste weight based upon volume and number of containers	195	tons	Waste Management District

EMPLOYEE COMMUTE (Scope 3)
SCOPE 3
Stationary Combustion

Emissions Source Name	GHG	Methodology Type	Methodology Name and Description	Resource Quantity	Fuel Unit	Data Sources and Referen
Gasoline	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	10,950	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	CO ₂	Alternate	Proxy year (2009) Estimated Fuel Use-based upon daily vehicle miles traveled for all respondents extrapolated to represent all local government employees	10,950	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	CH ₄	Alternate	Proxy Year (2009) Estimated Fuel Use-based upon daily vehicle miles traveled for all respondents extrapolated to represent all local government employees	10,950	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	N ₂ O	Alternate	Proxy Year (2009) Estimated Fuel Use-based upon daily vehicle miles traveled for all respondents extrapolated to represent all local government employees	10,950	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	HFCs					
	PFCs					
	SF ₆					

Diesel	CO ₂ e	Primary	Application of GWP to CH ₄ and N ₂ O calculations listed below; sum of three primary GHGs (CO ₂ , CH ₄ and N ₂ O.)	1,470	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	CO ₂	Alternate	Proxy Year Estimated Fuel Use-based upon daily vehicle miles traveled for all respondents extrapolated to represent all local government employees	1,470	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	CH ₄	Alternate	Proxy Year Estimated Fuel Use-based upon daily vehicle miles traveled for all respondents extrapolated to represent all local government employees	1,470	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	N ₂ O	Alternate	Proxy Year Estimated Fuel Use-based upon daily vehicle miles traveled for all respondents extrapolated to represent all local government employees	1,470	gallons	Online and paper surveys of all employees; see Appendix C of Narrative report for examples; Data in possession of Theresa Szymanis, Planning Services Manager at city of Marina
	HFCs					
	PFCs					
	SF ₆					

Local Government Operations Standard Inventory Report

4. Calculation Methodology Disclosure

BUILDINGS & OTHER FACILITIES (Chapter 6)

SCOPE 1

Stationary Combustion

Emissions	Source Name	GHG	Default/Alternate	Emission Factor	Emission Factor Sources and References
Natural Gas		CO ₂ e	Default	Various Global Warming Potentials (GWP)	LGOP v1 Table E.1
		CO ₂	Default	53.06 kg/MMBtu	LGOP v1 Table G.1
		CH ₄	Default	5 g/MMBtu	LGOP v1 Table G.3
		N ₂ O	Default	0.1 g/MMBtu	LGOP v1 Table G.3

SCOPE 2

Purchased Electricity

Emissions	Source Name	GHG	Default/Alternate	Emission Factor	Emission Factor Sources and References
Electricity		CO ₂ e	Default	Various Global Warming Potentials (GWP)	LGOP v1 Table E.1
		CO ₂	Default	489.2 lbs/MWh	PG&E (2005); LGOP v1 Table G.5
		CH ₄	Default	0.029 lbs/MWh	CA Grid Average (2004 proxy); LGOP v1 Table G.6
		N ₂ O	Default	0.011 lbs/MWh	CA Grid Average (2004 proxy); LGOP v1 Table G.6

STREETLIGHTS AND TRAFFIC SIGNALS (Chapter 6.2)

SCOPE 2

Purchased Electricity

Emissions	Source Name	GHG	Default/Alternate	Emission Factor	Emission Factor Sources and References
Electricity		CO ₂ e	Default	Various Global Warming Potentials (GWP)	LGOP v1 Table E.1
		CO ₂	Default	489.2 lbs/MWh	PG&E (2005); LGOP v1 Table G.5
		CH ₄	Default	0.029 lbs/MWh	CA Grid Average (2004 proxy); LGOP v1 Table G.6
		N ₂ O	Default	0.011 lbs/MWh	CA Grid Average (2004 proxy); LGOP v1 Table G.6

WATER DELIVERY FACILITIES (Chapter 6)

SCOPE 1

Stationary Combustion

Emissions	Source Name	GHG	Default/Alternate	Emission Factor	Emission Factor Sources and References
Natural Gas		CO ₂ e	Default	Various Global Warming Potentials (GWP)	LGOP v1 Table E.1
		CO ₂	Default	53.06 kg/MMBtu	LGOP v1 Table G.1
		CH ₄	Default	5 g/MMBtu	LGOP v1 Table G.3
		N ₂ O	Default	0.1 g/MMBtu	LGOP v1 Table G.3

SCOPE 2

Purchased Electricity

Emissions	Source Name	GHG	Default/Alternate	Emission Factor	Emission Factor Sources and References
Electricity		CO ₂ e	Default	Various Global Warming Potentials (GWP)	LGOP v1 Table E.1
		CO ₂	Default	489.2 lbs/MWh	PG&E (2005); LGOP v1 Table G.5
		CH ₄	Default	0.029 lbs/MWh	CA Grid Average (2004 proxy); LGOP v1 Table G.6
		N ₂ O	Default	0.011 lbs/MWh	CA Grid Average (2004 proxy); LGOP v1 Table G.6

6.11. Appendix J – Local Government Employee Commute Sector Notes

Emissions from employee commutes make up an important optional source of emissions from any local government's operations. The scale of emissions from employee commutes is often large in comparison with many other facets of local government operations, and local governments can affect how their employees get to and from work through a variety of incentives. For this reason, It is recommended estimating emissions from employee commutes as part of a complete government operations greenhouse gas emissions inventory. To assist in the data collection process, AMBAG provided the City of Marina with both an online and a paper copy of an employee commute survey.²⁷ The questions in the survey were aimed at finding three categories of information:

Activity data to calculate emissions from employee commute (vehicles miles traveled, vehicle type, vehicle model year) both current and in 2005.

Indicator data to help Jurisdiction understand how much time and money employees spend as they commute, as well as how many employees use alternative modes of transportation to get to work.

Policy data that will serve as guidance for Jurisdiction as it adopts policies aimed at reducing emissions from employee commutes. These questions asked employees for their interest in alternative modes of transportation as well as what policies would be most effective in allowing them to switch modes of transportation away from driving alone.

This section provides the emissions estimation methodology and both surveys. Individual survey results are in the possession of City of Marina staff.

J.1 Methodology Summary

The methodology for estimating the employee commute emissions portion of the inventory is similar to the mobile emissions methodology outlined in the mobile emissions section of Appendix B. City of Marina administered the employee commute survey to 35 current employees working for the City, and 29 employees responded to the survey (a response rate of 83 percent). The survey was administered in 2005 and current data was used as a proxy for 2005 data. Both full time and part-time employee data were included.

To calculate emissions, the survey collected the following information:

The number of days and number of miles employees drive alone to work (one-way) in an average week

The number of days they carpooled and how often they drove the carpool in an average week

The vehicle type of their vehicle and the type of fuel consumed

These weekly data were then converted into annual VMT estimates by the following equation:

Number of days driven to work/week x to-work commute distance x 2 x 48 weeks worked/year

Actual CO₂e emissions from respondents' vehicles were calculated by converting vehicle miles traveled per week by responding employees into annual fuel consumption by fuel type (gasoline, diesel). The VMT data collected were converted to fuel consumption estimates using fuel economy of each vehicle type.²⁸

AMBAG then extrapolated estimated fuel consumption to represent all 35 of City of Marina' employees in 2005. This was a simple extrapolation, multiplying the estimated fuel consumption number by the appropriate factor to represent all current employees. For example, if 33.3 percent of employees responded, fuel

²⁷ The paper survey was administered only to employees that do not have access to a computer. The survey asked slightly different questions but was aimed at garnering the same emissions and policy-relevant data as the electronic survey.

²⁸ Fuel efficiency estimates from www.fueleconomy.gov, EPA *Green Fleets Guide* and other national sources.

consumption numbers were tripled to estimate fuel consumption for all employees. This is not a statistical analysis and no uncertainty has been calculated as there is uncertainty not only at the extrapolation point but also in the calculation of actual emissions. Therefore, the resulting calculated emissions should be seen as directional and not as statistically valid.

J.2 Electronic Employee Commute Survey

1. Introduction

The purpose of this survey is to gather information on your commute to work so your employer can offer the best transportation options to you while reducing the City of Marina's impact on the environment. The survey should take no more than 15 minutes.

Unless otherwise indicated, all questions refer to a ONE-WAY commute TO WORK only. Please do not include any traveling you do during work hours (meetings, site visits, etc). Any question with an asterisk (*) next to it requires an answer in order to proceed.

Please note that this survey is completely anonymous. We will not collect or report data on any individuals who respond to the survey.

Thank you very much.

2. Workplace

Please provide the following information regarding your workplace. Click "Next" at the bottom when finished or click "Prev" to go back.

*1. What local government do you currently work for?

County of Monterey
County of San Benito
County of Santa Cruz
Capitola
Carmel-by-the-Sea
Del Rey Oaks
Gonzales
Greenfield
Hollister
King City
Los Gatos
Marina
Monterey (City)
Pacific Grove
Salinas
San Juan Bautista
Sand City
Santa Cruz (City)
Scotts Valley
Seaside
Soledad
Watsonville

*2. What department do you work in?

2. Workplace

3. Commuter Background Information

Please provide the following information regarding your background. Click "Next" at the bottom when finished or click "Prev" to go back.

*1. What city/town do you live in?

*2. How many miles do you live from your place of work?
(please enter a whole number)

*3. How many minutes does your commute to work typically take?
(please enter a whole number)

*4. In a typical week, how much money do you spend on your ROUND TRIP commute?
(transit fees, gas, tolls, etc-please enter a number)

*5. If you drive to work, what type of vehicle do you usually drive?
Passenger Car
Light Truck/SUV/Pickup/Van
Heavy Truck
Motorcycle/Scooter

*6. What year is your vehicle?
(please enter a four digit year)

*7. What is the make and model of your vehicle?
(Examples: "Toyota Prius", "Dodge Dakota").

*8. What type of fuel does your vehicle use?
Gas
Diesel
Biodiesel (B20)
Biodeisel (B99 or B100)
Electric
Other (please specify-if Ethanol please indicate grade)

*9. What is the average fuel efficiency rating of your vehicle (mpg)? It is ok to estimate or guess.

4. Employment Information

Please provide the following information regarding your employment. Click "Next" at the bottom when finished or click "Prev" to go back.

*1. Do you typically travel to work between 6-9 am Monday-Friday?
Yes
No
If No, please specify what time of day you commute:

*2. Does your position allow you to have flexible hours or to telecommute?
Yes
No

*3. Are you a full time employee or part time employee?

Full

Part

5. Part Time Employees

Please provide the following information regarding your part time employment. Click "Next" at the bottom when finished or click "Prev" to go back.

*1. What is the average number of days you work per week?

(please enter a number)

5. Part Time Employees

6. Current Daily Commute

Please provide the following information regarding your current daily commute. Click "Next" at the bottom when finished or click "Prev" to go back.

*1. In a typical week, do you drive to work alone at least once?

Yes

No

7. Drive Alone

Click "Next" at the bottom when finished or click "Prev" to go back.

*1. How many DAYS a week do you drive alone to work?

(please enter a number)

*2. How many MILES PER DAY do you drive TO WORK ONLY?

(please enter a number)

7. Drive Alone

8. Carpool

Click "Next" at the bottom when finished or click "Prev" to go back.

*1. In a typical week, do you carpool to work at least once?

Yes

No

9. Carpool

*1. How many DAYS a week do you carpool?

(please enter a number)

*2. How many MILES do you drive TO WORK ONLY when you carpool?

(please enter a number)

3. How many PEOPLE are in your carpool?

(please enter a number)

*4. How many DAYS a week are you the driver of the carpool?

(please enter a number)

10. Public Transit

*1. In a typical week, do you take public transit to work at least once?

Yes

No

11. Public Transit

*1. How many DAYS a week do you take public transit TO WORK?
(please enter a number)

*2. What type of public transit do you take TO WORK?

11. Public Transit

12. Bike/Walk

*1. In a typical week, do you bike or walk to work at least once?

Yes

No

13. Bike/Walk

1. How many DAYS a week do you bike to work?
(please enter a number)

2. How many DAYS a week do you walk to work?
(please enter a number)

14. Telecommute

1. If you telecommute:

How many DAYS do you telecommute in a typical week?
(please enter a number)

If you do not telecommute, leave this question blank.

15. Commute in Base Year

Please provide the following information regarding your commute in 2005.

*1. Did you work for us in 2005?

Yes

No

16. Commute in Base Year

Please provide the following information regarding your commute in your base year.

*1. In 2005, did you typically commute by the same mode(s) as you do now?

Yes

No

17. Commute in Base Year

Please provide the following information regarding your commute change.

1. Why did you change your commute mode?

18. 2005 Daily Commute

Please provide the following information regarding your 2005 daily commute.

*1. In 2005, did you typically drive to work alone at least once a week?

Yes

No

19. Drive Alone

*1. In 2005, how many DAYS a week did you typically drive alone?
(please enter a number)

*2. In 2005, how many MILES a day did you typically drive TO WORK ONLY?
(please enter a number)

20. Carpool

*1. In 2005, did you carpool at least once in a typical week?

Yes

No

21. Carpool

*1. In 2005, how many DAYS did you typically carpool in a week?
(please enter a number)

*2. In 2005, how many MILES did you typically drive TO WORK when you carpooled?
(please enter a number)

*3. In 2005, how many DAYS in a typical week were you the driver of your carpool?
(please enter a number)

22. Public Transit

*1. In 2005, did you typically take public transit to work at least once a week?

Yes

No

23. Public Transit

*1. In 2005, how many days in a typical week did you take public transit TO WORK?
(please enter a number)

*2. In 2005, what type of public transit did you take TO WORK?

23. Public Transit

24. Bike/Walk

*1. In 2005, did you typically bike or walk to work at least once a week?

Yes

No

25. Bike/Walk

*1. In 2005, how many DAYS did you typically bike to work in a week?
(please enter a number)

*2. In 2005, how many DAYS did you typically walk to work in a week?
(please enter a number)

26. Telecommute

*1. If you telecommuted in 2005:

How many DAYS in a typical week in 2005 did you telecommute?

(please enter a number)

If you did not telecommute in 2005, leave this question blank.

26. Telecommute

27. Commute Preference Information

Please answer the following questions regarding your CURRENT commute.

*1. Why have you chosen your current commute mode?

*2. Would you consider taking any of the following transportation modes? (check all that apply):

Public Transportation

Carpooling

Vanpooling

Bicycling

Walking

Other (please specify)

*3. Is there a transit route that you would use to commute by public transit?

Yes

No

*4. If no to question 3, please explain why not.

*5. If you drive alone, which, if any, of the following benefits would encourage you to take alternative forms of transportation? (check all that apply)

Vanpool/carpool incentives

Pre-tax transit checks

Parking cash-out (reimbursement to give up your parking spot)

Improved transit options

Improved walking routes/conditions

Telecommuting option

Free/inexpensive shuttle

Free public transit benefit

Subsidizing bicycle purchase

Improved bike routes/conditions

Better information about my commute options

None of the above

Other (please specify)

28. Comments

*1. If you have other concerns or issues related to your commute, or if something we should know about was not captured in any survey questions, please describe below.

29. Thank You

Thank you for responding to this survey!. **Thank You**

J.3 Paper Employee Commute Survey

Marina Employee Commute Survey

<Date>:

To all of our employees:

As you may be aware, <local government name> is actively working to reduce its impact on the environment and to improve the efficiency with which we use resources. As part of this effort, we are collecting information on our employee's commuting patterns and preferences. This will help us to better understand the impact that we all have on the environment, *and* to provide us with ways to make each of our commutes, as staff of <local government name>, easier and less expensive.

Please take 15 minutes to fill out this survey created by ICLEI-Local Governments for Sustainability. Please complete the survey by <due date> and return to <name> in the <department>.

This survey is completely anonymous. We will not be collecting or reporting any individual responses.

If you have any questions regarding the survey, please feel free to contact me at <phone number>.

Thank very much,

<Your name>

< City of Marina > Employee Commute Survey

The purpose of this survey is to gather information on your commute to work so we can offer the best transportation choices to our employees while reducing our impact on the environment. Unless otherwise indicated, all questions refer to a one-way commute to work only. Please do not include any traveling you do during work hours (e.g. meetings, site visits, etc). Asterisks (*) indicate questions that require an answer. **This survey is completely anonymous-we will not collect or report data on any individuals.**

A. Commuter Background Information

1. About how many miles do you live from work?

2. What city/town do you live in?

* 3. If you drive to work, what type of vehicle do you usually drive? (check one) *If you don't drive to work, skip to Section B.*

☐ Passenger Car ☐ Light Truck/SUV/Van ☐ Heavy truck
☐ Motorcycle/Scooter ☐ Other _____

* 4. What year was your vehicle manufactured? _____

5. What is the make and model of your vehicle (e.g. Ford F150)?

* 6. What type of fuel does your vehicle use? (if biodiesel or ethanol specify grade) _____
 7. What is the average fuel efficiency rating of your vehicle (mpg)? *(It is ok to estimate or guess.)* _____

B. Estimate Your Current Commute for a typical work week

1* Please enter below the number of days per week you use each type of commute mode and the number of miles you travel each day **to work only** in a typical week:

Commute Mode	Drive Alone	Carpool	Vanpool	Public Transit	Bike	Walk	Other (specify)
Days per week you travel to work by this mode (max 7)							
Miles Traveled to work per day in this mode							

2. How much does your **round trip** commute cost per week? \$ _____

3. How many minutes does your commute to work typically take? _____

4. *If you take public transit*, what transit agency do you use? _____

* 5. *If you carpool to work*, how many days in a typical week are you the driver? _____

6. How many days do you telecommute in a typical week? _____

C. Employment Information (check one answer for each question)

1. Your Department: _____

2. Are you a full time or part time employee? ☐ Full ☐ Part

3. Do you typically travel to work between 6-9 am? ☐ Y ☐ N

4. Does your position allow you to have flexible hours or to telecommute? ☐ Y ☐ N

D. Your Commute *in 2005*

1. ^{*} Did you work for us in 2005? ☐ Y ☐ N
2. ^{*} If yes to Q.1, did you typically commute by the same mode(s) as you do now? ☐ Y ☐ N
3. ^{*} If no to Q.2, please enter the number of miles you traveled (*to work only*) in a typical week in 2005 below:

Commute Mode	Drive Alone	Carpool	Vanpool	Public Transit	Bike	Walk	Other
Days per Week (max 7)							
Miles Traveled <i>to Work</i> per Day							

If you commute differently now than in 2005, why did you change your commute mode?

E. Commute Preference Information

1. Why have you chosen your current commute mode? _____
-

2. Would you consider taking any of the following transportation modes?(check all that apply):

☐ Carpooling ☐ Vanpooling ☐ Bicycling
☐ Public transit ☐ Walking ☐ Other _____

3. Is there a transit route that would allow you to commute by public transit? ☐ Y ☐ N

4. If you drive alone, which, if any, of the following benefits would encourage you to take alternative forms of transportation? (check all that apply)

☐ Vanpool/carpool incentives ☐ Free/inexpensive shuttle

☐ Pre-tax transit checks ☐ Free public transit benefit

☐ Parking cash-out ☐ Subsidized bicycle purchase
(reimbursement to give up your parking spot)

☐ Improved transit options ☐ Improved bike routes/conditions

☐ Improved walking routes/conditions ☐ Better information about my commute options

☐ Telecommuting option ☐ Other _____

5. Other comments? _____

6.14. Appendix K – Government-Generated Solid Waste Methodology

Emissions from the waste sector are an estimate of methane generation that will result from the anaerobic decomposition of all organic waste sent to landfill in the base year. It is important to note that although these emissions are attributed to the inventory year in which the waste is generated, the emissions themselves will occur over the 100+ year timeframe that the waste will decompose. This frontloading of emissions is the approach taken by EPA's Waste Reduction Model (WARM). Attributing all future emissions to the year in which the waste was generated incorporates all emissions from actions taken during the inventory year into that year's greenhouse gas release. This facilitates comparisons of the impacts of actions taken between inventory years and between jurisdictions. It also simplifies the analysis of the impact of actions taken to reduce waste generation or divert it from landfills.

K.1 Estimating Waste Tonnages from City of Marina's Operations

Like most local governments, City of Marina does not directly track the amount of waste generated from its operations. Therefore, to estimate the amount of waste generated, AMBAG worked with Tri Cities Disposal, the hauler of waste for City of Marina in 2005. The amount of waste was estimated by compiling pick-up accounts owned by City of Marina. Garbage trucks do not weigh waste at each pick-up, therefore, it is not possible to directly track disposal figures in mass per facility. Mass of waste generation was estimated using volumetric container size (gallons, yards, etc.) data, along with pick-up frequency and average fill of containers. These data produced a comprehensive annual volumetric figure, which was then converted to mass using standard conversion factors supplied by the California Integrated Waste Management Board (CIWMB). Estimated waste *generation* was converted to final *disposal* (quantity sent to landfill) by applying average waste diversion percentages for each account. Where applicable, self-haul waste (waste brought directly from the local government to landfills) was included as part of this total.

K.2 Emissions Calculation Methods

As some types of waste (e.g., paper, plant debris, food scraps, etc.) generate methane within the anaerobic environment of a landfill and others do not (e.g., metal, glass, etc.), it is important to characterize the various components of the waste stream. Waste characterization for government-generated solid waste was estimated using the CIWMB's 2004 statewide waste characterization study.²⁹

Most landfills in the Bay Area capture methane emissions either for energy generation or for flaring. EPA estimates that 60 percent to 80 percent³⁰ of total methane emissions are recovered at the landfills to which City of Marina sends its waste. Following the recommendation of LGOP, AMBAG adopted a 75 percent methane recovery factor.

Recycling and composting programs are reflected in the emissions calculations as reduced total tonnage of waste going to the landfills. The model, however, does not capture the associated emissions reductions in "upstream" energy use

²⁹ CIWMB Waste Characterization Study-Public Administration Group available at <http://www.ciwmb.ca.gov/WasteChar/BizGrpCp.aspx>.

³⁰ AP 42, section 2.4 Municipal Solid Waste, 2.4-6, <http://www.epa.gov/ttn/chief/ap42/index.html>

from recycling as part of the inventory.³¹ This is in-line with the “end-user” or “tailpipe” approach taken throughout the development of this inventory. It is important to note that, recycling and composting programs can have a significant impact on greenhouse gas emissions when a full lifecycle approach is taken. Manufacturing products with recycled materials avoids emissions from the energy that would have been used during extraction, transporting and processing of virgin material.

K.2.1 Methane Commitment Method

CO₂e emissions from waste disposal were calculated using the methane commitment method outlined in the EPA WARM model. This model has the following general formula:

$$\text{CO}_2\text{e} = W_t * (1-R)A$$

Where: W_t is the quantify of waste type “t”

R is the methane recovery factor,

A is the CO₂e emissions of methane per metric ton of waste at the disposal site (the methane factor)

While the WARM model often calculates upstream emissions, as well as carbon sequestration in the landfill, these dimensions of the model were omitted for this particular study for two reasons:

This inventory functions on an end-use analysis, rather than a life-cycle analysis, which would calculate upstream emissions), and this inventory solely identifies emissions sources, and no potential sequestration “sinks.”

6.15. Appendix L – Conducting a Monitoring Inventory

The purpose of this appendix is to assist City of Marina staff in conducting a monitoring inventory to measure progress against the baseline established in this inventory report. Conducting such an inventory allows a local government to assess how well it is progressing toward achieving its emissions reduction targets.

This inventory was conducted by AMBAG in conjunction with Theresa Szymanis, Principal Planner at City of Marina, who served as the lead data gathering coordinator for the inventory. To facilitate a monitoring inventory, AMBAG has documented all of the raw data, data sources, and calculation methods used in this inventory. Future inventories should seek to replicate or improve upon the data and methods used in this inventory. Wherever possible, however, AMBAG strongly recommends institutionalizing internal data collection in order to be able to meet the recommended methods outlined in LGOP and IEAP, respectively.

L.1 ICLEI Tools for Local Governments

ICLEI has created a number of tools for City of Marina to use to assist them in future monitoring inventories. These tools were designed specifically for the AMBAG Regional Inventory Collaborative, and comply with the methods

³¹ “Upstream” emissions include emissions that may not occur in your jurisdiction resulting from manufacturing or harvesting virgin materials and transportation of them.

outlined in LGOP and IEAP. These tools are designed to work in conjunction with IEAP (community inventory) and LGOP (local government operations inventory), which is, and will remain, the primary reference document for conducting a local government operations emissions inventory. These tools include:

- A “master data workbook” that contains most or all of the raw data (including emails), data sources, emissions calculations, data templates, notes on inclusions and exclusions, and reporting tools (charts and graphs and the excel version of LGOP/IEAP reporting tool).
- A copy of all electronic raw data, such as finance records or Excel spreadsheets.
- LGOP/IEAP reporting tool (included in the master data sheet and in Appendix B) that has all activity data, emissions factors, and methods used to calculate emissions for this inventory.
- Sector-specific instructions that discuss the types of emissions, emissions calculations methods, and data required to calculate emissions from each sector, as well as instructions for using the data collection tools and calculators in the master data sheet.
- The appendices in this report include detailed methodologies for calculating emissions from Scope 3 employee commute and government-generated solid waste, as well as two versions of the employee commute survey.

L.2 Relationship to Other Monterey Bay Area Local Government Inventories

While the emissions inventories for the participating local governments were conducted simultaneously using the same tools and inventory protocol (LGOP), a GHG emissions inventory is based on data specific to each local government’s operations. For this reason, data must be collected internally within each local government, and the availability of data (and thus emissions estimation methods) will vary between local governments, particularly for the local government operations inventories.

That said, local governments in the Monterey Bay Area may benefit by cooperating during the re-inventorying process. For example, by coordinating inventories, they may be able to hire a team of interns to collectively perform the inventories – saving money in the process (as with this initial inventory process). In addition, local staff may be able to learn from each other during the process or conduct group training sessions if necessary.

L.3 Improving Emissions Estimates

One of the benefits of the local government operations inventory is that local government staff can identify areas in their current data collection systems where data collection can be improved. For example, a local government may not directly track fuel consumption by each vehicle and instead will rely upon estimates based upon VMT or purchased fuel to calculate emissions. This affects both the accuracy of the emissions estimate and may have other implications for government operations as a whole.

During the inventory process, AMBAG and local government staff identified the following gaps in data that, if resolved, would allow City of Marina to meet the recommended methods outlined in LGOP in future inventories.

- Direct tracking of refrigerants recharged into HVAC and refrigeration equipment
- Direct tracking of fire suppressants recharged into fire suppression equipment
- Cost of fuel consumption by individual vehicles
- Odometer readings of individual vehicles
- Refrigerants recharged into vehicles in the vehicle fleet
- Cost of wastewater treatment

AMBAG encourages staff to review the areas of missing data and establish data collection systems for this data as part of normal operations. In this way, when staff are ready to re-inventory for a future year, they will have the proper data to make a more accurate emissions estimate.

L.4 Conducting the Inventory

The following approach is recommended for local governments that wish to conduct a monitoring inventory:

Step 1: Identify a Climate Steward

This steward will be responsible for the jurisdiction's climate actions as a whole and could serve as an AMBAG liaison in all future climate work. In the context of a monitoring inventory, the steward will be responsible for initiating discussions on a new inventory.

Step 2: Determine which Sectors to Inventory

There are many ways to determine which sectors apply to a local government's operations, but the easiest to review will be LGOP Standard Report, which is located both in Appendix B and in the master data sheet. This document clearly delineates which sectors will need to be inventoried within a local government's operations and which LGOP sectors do not apply to a jurisdiction.

Step 3: Gather Support: Identify Data Gathering Team and Leads

Coordination and acceptance among all participating departments is an important factor in coordinating a successful inventory. To that end, the inventory coordinator should work with the City administrator to identify all staff who will need to be part of the inventory. To facilitate this process, AMBAG has documented all people associated with the inventory in the master data sheet—these names are located in the final completed data form for each sector. Once this team has been identified, the inventory coordinator should hold a kickoff meeting with the administrator, all necessary staff, and relevant department heads which clearly communicates the priority of the inventory in relationship to competing demands. At this meeting, the roles of each person, including the inventory coordinator, should be established.

Step 4: Review Types of Emissions and Available Methodologies for Applicable Sectors

Local staff should then review LGOP and the instructions documents provided through this inventory to better understand the types of emissions for each sector (for example, within Mobile Emissions, CO₂ emissions and

CH₄/N₂O emissions represent two different data requirements and emissions calculations methodologies). Each emissions type may have more than one possible estimation methodology, and it is important that the inventory coordinator understands all possible methodologies and be able to communicate this to all parties assisting in the data gathering.

Step 5: Review Methodologies Used for the 2005 Inventory to Determine Data to Collect

In order to duplicate or improve upon the methods used in this inventory, local staff should again review the methods used for this inventory—these methods are again located in Appendix B—and within the master data sheet. These methods reflect the data limitations for each local government (as many local governments could not obtain data necessary to meet the recommended methods in LGOP). Wherever possible, these methods should be duplicated or, if it is possible, replaced with the recommended methods outlined in LGOP. Using these methodologies, staff will determine what data needs to be collected and communicate this effectively to the data gathering team.

Step 6: Begin Data Collection

With the exception of electricity and natural gas for stationary sources, all data collection will be internal. To obtain stationary source energy consumption data, staff will need to contact the AMBAG representative to determine who the contact is for PG&E data (other utilities will need to be contacted directly).

Step 7: Use the Data Forms as a Resource During Data Gathering

A number of questions will come up during the data gathering process that may be difficult to answer. AMBAG has attempted to capture all of the questions that arose during the 2005 inventory and how they were addressed through the master data sheet. Within the master data sheet, staff should review the raw data, working data, and completed data forms to review how raw data was converted to final data, and also to review any notes taken by AMBAG staff during the 2005 inventory process.

For example, reviewing the stationary sources PG&E data within the master data sheet will allow local staff to review how individual accounts were separated into each category and which counts may have been excluded from the inventory.

Step 8: Use Emissions Software to Calculate Emissions

AMBAG has provided the staff lead on the 2005 inventory with a backup of the software used to calculate many of the emissions included in this report. Staff should use this (or more current ICLEI software) to calculate emissions by inputting the activity data into the software. ICLEI staff and ICLEI trainings are available to assist local government staff in calculating emissions.

Step 9: Report Emissions

The master data sheet also contains the LGOP Standard Reporting Template, which is the template adopted by CARB as the official reporting template for government operations emissions inventory. This tool, as well as the charts and graphs tool provided by ICLEI can be used to report emissions from government operations. Also, local government staff should utilize this narrative report as guide for a narrative report if they so choose.

Step 10: Standardize and Compare to Base Year

Conducting a monitoring inventory is meant to serve as a measuring point against the baseline year represented in this report. In order to make a more accurate comparison, it is necessary to standardize emissions from stationary sources based upon heating and cooling degree days (staff can use a ratio of heating /cooling degree days to standardize across years).

In addition, it is important, when comparing emissions across years, to clearly understand where emissions levels may have changed due to a change in methodology or due to excluding an emissions source. For example, if the default method was used to estimate refrigerant leakage in 2005 (this method highly overestimates these emissions), and the recommended method was available in a monitoring year, this would appear as a dramatic reduction in these emissions even though actual leaked refrigerants may be similar to the base year. Changes such as these should not be seen as progress toward or away from an emissions reduction target, but emissions estimates should be adjusted to create as much of an apples-to-apples comparison as possible. If such an adjustment is not possible, staff should clearly note the change in methodology between years when comparing emissions.

6.16. Appendix M – Local Government Operations Inventory Credits and Acknowledgements

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- John Akeman, Associate Planner
- Steve Jesberg, Public Works Director
- Sky Lantz-Wagner, MIIS

City of Carmel-by-the-Sea:

- Sean Conroy, Planning & Building Services Manager
- Bernd Geels, MIIS

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- Daniel Dawson, City Manager
- Jacques Bertrand, Panetta Institute
- John Roitz, Panetta Institute

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- Kevin Morenzi, MIIS

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- Emily Hendrick, MIIS

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- Lisa Jensema, Integrated Waste Management
- Melissa Nguyen, MIIS

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- Nicki Mokhtari, MIIS

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- Essra Mostafavi, MIIS

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- Michael Ricker, Water Resource Planner
- Tyler Espinosa, MIIS

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- Sky Lantz-Wagner, MIIS

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- Rachel Zack

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- Yi-Chiao Lee, MIIS

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- Charlie Buck, MIIS

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- Robert Ketley, Public Works
- Sarah Wendel, MIIS

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- John Ford, Planning Services Manager
- Chris Sentieri, Panetta Institute

County of San Benito:

- Mandy Rose
- Lisa Jensema
- Jeremy Schreiner, MIIS

Other Credits and Acknowledgments

Monterey Institute of International Studies

- Bruce Paton, Chairman, Fisher International MBA Program
- Toni Thomas, Assistant Dean, Graduate School of International Policy and Management

Panetta Institute for Public Policy

- Martha Diehl, M.P.P.; Lecturer

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- Wendy Sarsfield, Regional Energy Program Manager
- Catherine Squire, Principal, Customer Generation and Emerging Products
- Kerynn Gianotti, Program Manager, Government Partnerships
- Lynne Galal, Manager, Green Communities and Innovator Pilots
- John Bohman, Project Manager, Green Communities and Innovator Pilots

Association of Monterey Bay Area Governments Energy Watch Program

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- Elisabeth Bertrand Russell, Special Projects Manager, AMBAG Energy Watch
- Lauren Wygonski, Special Projects Associate
- Charlie Buck, Special Projects Associate
- Emily Schell, Special Projects Assistant Manager

ICLEI-Local Governments for Sustainability USA

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- Wesley Look, Program Officer
- Allison Culpen, Program Officer

CPUC

- Jean Lamming, Regulatory Analyst

California Air Resources Board

- David Edwards, Ph.D., Air Pollution Specialist

6.15. Appendix N – Community-Wide Inventory Credits and Acknowledgements

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- **David Foster**, Housing and Redevelopment Project Manager

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- **Lisa Jensema**, Integrated Waste Management

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- **Maricruz Aguilar-Navarro**, Assistant Planner

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- **Susan Hilinski**, Senior Planner

City of Watsonville:

- **Patrice Theriot**, Principle Engineer

County of Monterey:

- **Ashley Nakamura**, Land Use Technician

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- Wendy Sarsfield, Government Relations Manager
- Catherine Squire, Principal, Customer Generation and Emerging Products
- Kerynn Gianotti, Program Manager, Government Partnerships
- Lynne Galal, Manager Innovator Pilots and Green Communities
- John Bohman, Innovator Pilots and Green Communities Program Manager
- John Joseph, Innovator Pilots and Green Communities Senior Program Manager

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- Charlie Buck, Special Projects Associate; Regional Inventory Collaborative Manager
- Bhupendra Patel, Senior Transportation Modeler
- Tyler Espinoza, AMBAG Energy Watch Intern
- Jeremy Schreiner, AMBAG Energy Watch Intern

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- Brian Holland, Regional Officer
- Xico Manarolla, Senior Program Officer
- Amruta Sudhalkar, California Regional Associate
- Jerilyn López Mendoza, Esq., California Regional Manager

California Air Resources Board

- David Edwards, Ph.D., Air Pollution Specialist
- Nesamani Kalandiur, Air Resources Engineer

Monterey Bay Unified Air Pollution Control District

- David Craft, Air Quality Engineer

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 6, 2017

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-
APPROVING AGREEMENT BETWEEN RINCON CONSULTANTS INC.
AND THE CITY OF MARINA FOR PLANNING CONSULTING
SERVICES RELATED TO THE TATE/HASAN/RIGHELLO GENERAL
PLAN AMENDMENT AND REZONING REQUESTS FOR PROPERTIES
LOCATED AT 428-432 RESERVATION ROAD, AND AUTHORIZING
THE CITY MANAGER TO EXECUTE THE AGREEMENT ON BEHALF
OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE
CITY ATTORNEY.**

REQUEST:

It is requested that City Council consider:

1. Adopting Resolution No. 2017- approving an agreement between Rincon Consultants, Inc. and the City of Marina for planning consulting services related to the Tate/Hasan/Righello General Plan Amendment and rezoning requests for properties located at 428-432 Reservation Road, and;
2. Authorizing the City Manager to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.

BACKGROUND:

In January of 2017, the City entered into an agreement with Rincon Consultants Inc. to prepare an Initial Study and Negative Declaration and to provide AB52 Native American consultation assistance for the Tate/Hasan/Righello General Plan Amendment and Rezoning Request for properties located at 428-432 Reservation Road. The contract amount was under \$25,000 and therefore did not require approval by City Council.

Near the completion of the preparation of the Initial Study, the applicant amended the project description and scope, which, in turn, resulted in revisions to the environmental document. The additional services bring the contract amount to \$36,994, which requires City Council approval (“**EXHIBIT A**” to Resolution).

ANALYSIS:

This contract is necessary to complete the environmental review of the project. As such, staff recommends approval of the agreement.

FISCAL IMPACT:

The cost for the professional services by Rincon Consulting, Inc. are covered by a fee agreement between the City and the applicant. Therefore, there is no fiscal impact.

CONCLUSION:

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

Respectfully submitted,

Christy Hopper
Planning Services Manager
Community Development Department
City of Marina

REVIEWED/CONCUR:

J. Fred Aegerter, AICP
Community Development Director
Community Development Department
City of Marina

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2017-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING AGREEMENT BETWEEN RINCON CONSULTANTS INC. AND THE CITY OF MARINA FOR PLANNING CONSULTING SERVICES RELATED TO THE TATE/HASAN/RIGHELLO GENERAL PLAN AMENDMENT AND REZONING REQUESTS FOR PROPERTIES LOCATED AT 428-432 RESERVATION ROAD, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY.

WHEREAS, in January of 2017, the City entered into an agreement with Rincon Consultants Inc. to prepare an Initial Study and Negative Declaration and to provide AB52 Native American consultation assistance for the Tate/Hasan/Righello General Plan Amendment and Rezoning Request for properties located at 428-432 Reservation Road. The contract amount was under \$25,000 and therefore did not require approval by City Council, and;

WHEREAS, near the completion of the preparation of the Initial Study, the applicant amended the project description and scope, which, in turn, resulted in revisions to the environmental document. The additional services bring the contract amount to \$36,994, which requires City Council approval (“**EXHIBIT A**”), and;

WHEREAS, the City of Marina Planning Services Division determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CCR, Title 14, Chapter 3 CEQA Guidelines Article 20, Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project.

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

1. Approves an agreement between Rincon Consultants, Inc. and the City of Marina for planning consulting services related to the Tate/Hasan/Righello General Plan Amendment and rezoning requests for properties located at 428-432 Reservation Road, and;
2. Authorizes the City Manager to execute the agreement on behalf of the City, subject to final review and approval by the City’s Attorney.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June, 2017, 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



Rincon Consultants, Inc.

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Monterey, California 93940

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March 24, 2017
Project 16-03176

Christy Hopper, Planning Services Manager
City of Marina – Planning Services Division
Community Development Department
211 Hillcrest Avenue
Marina, California 93933

**Subject: Contract Amendment Request #1 for the
Tate/Hasan/Righello IS-MND**

Dear Ms. Hopper:

The purpose of this letter is to respond to the City's request for an amendment to the contract scope of work between Rincon Consultants, Inc. (Rincon) and the City of Marina, dated January 19, 2017, for the Tate/Hasan/Righello IS-MND. The current amendment would augment the IS-MND scope of work and budget in response to the revised project description.

REVISED SCOPE OF WORK

The Administrative IS-MND, submitted for review to the City on February 21, 2017, evaluated a General Plan Amendment from Visitor Serving Commercial to Multi-Family Residential and a zone change from C-1 and R-4 to R-4. The project applicant is requesting to amend the project description to instead change the General Plan designation to Multiple Use Commercial and the zoning designation to C-R. As a result of this change, revisions to the Administrative Draft IS-MND will be required.

In order to reflect the project description changes in the IS-MND, the following revisions would be necessary:

- *Coordinate the completion of an updated future buildout scenario table with the City.*
- *Revise text within the Project Description to accurately characterize the project as a change from visitor serving commercial to multi-use commercial, rather than multi-family residential. This will include revisions to four figures.*
- *Re-run CalEEMod for the air quality evaluation.*
- *Re-run HUD DNL calculations for the noise evaluation.*
- *Coordinate with the City's traffic engineer, Ron Marquez, on revisions to the traffic analysis, and incorporate these revisions into the Administrative IS-MND.*



- *Revise analysis throughout the Administrative IS-MND to reflect the revised project description and updated modeling. This will include revisions within the following sections: Aesthetics, Air Quality, Greenhouse Gas Emissions, Noise, Population and Housing, Transportation, Utilities and Service Systems, and Other CEQA Issues - Land Use Planning, Public Service, Recreation, and Mandatory Findings of Significance.*
- *Update figures within the Land Use section to reflect the current proposal.*
- *Additional project management to coordinate the preparation of a Revised Administrative Draft IS-MND and responses to additional City comments.*

The above revisions will be made to the Administrative Draft IS-MND and a Revised Administrative Draft IS-MND will be submitted for City review. This scope amendment request additionally includes revisions to the Revised Administrative Draft IS-MND pursuant to one round of City comments.

If, during the course of our analysis, we determine that any impacts may be significant and unavoidable, Rincon will alert the City immediately. A Focused EIR can be prepared pursuant to another contract amendment.

TIMELINE

The Revised Administrative IS-MND will be provided within four weeks of approval of this contract amendment request. This schedule will be initiated after the completion of an updated future buildout scenario table in coordination with the City.

FEE ESTIMATE

Our estimated cost to complete the above-outlined scope of work is **\$12,046**, as shown in the table below. When added to the current authorized budget of \$24,948, the total revised budget would be \$36,994.

**City of Marina****Tate/Hasan/Rigello General Plan Amendment and Zone Changes Project****Initial Study - Mitigated Negative Declaration****Cost Estimate - March 2017 Scope Amendment**

3/24/2017

Tasks	Cost	Hours	Rincon Consultants				
			Principal II \$220/hour	Sr. Prof II \$155/hour	Prof. Staff III \$120/hour	GIS II \$110/hour	Clerical I \$70/hour
1. Revised Administrative Draft IS-MND							
Introduction, Project Description	\$685	5		3		2	
Aesthetics	\$735	5	1	1	3		
Air Quality	\$910	7		2	5		
Greenhouse Gas Emissions	\$1,010	7	1	2	4		
Noise	\$1,130	8	1	2	5		
Population and Housing	\$790	6		2	4		
Traffic and Circulation (Rincon labor only)	\$635	5		1	4		
Utilities and Service Systems	\$1,010	7	1	2	4		
Other Checklist Issues (9)	\$1,085	8	1	1	5	1	
Screencheck AD IS-MND (respond to City's comments*)	\$1,575	12	1	1	10		
Project Management and Coordination	\$2,130	14	2	10			2
Subtotal Rincon Labor:	\$11,695	84	8	27	44	3	2
Additional Costs							
Supplies and Miscellaneous Expenses	\$351						
Subtotal Additional Costs:	\$351						
TOTAL: Labor + Additional Costs	\$12,046						

* one round of comments from the City

Current authorized budget	\$24,948
Estimate for revised scope of work	\$12,046
Grand Total	\$36,994

We appreciate your consideration of this request to add services. If you have any questions or would like any additional information, please contact us at your convenience.

Sincerely,
RINCON CONSULTANTS, INC.

Christy Sabdo, AICP
Senior Environmental Project Manager
831-333-0310, extension 351
csabdo@rinconconsultants.com

Stephen Svete, AICP, LEED AP ND
Principal
831-333-0130, extension 254
svete@rinconconsultants.com

May 30, 2017

Item No: **8g(2)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 6, 2017

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-
FACILITIES MEMORANDUM OF UNDERSTANDING BETWEEN THE
CITY OF MARINA AND THE MONTEREY PENINSULA UNIFIED
SCHOOL DISTRICT (MPUSD) FOR PORTIONS OF THE LOS ARBOLES
JUNIOR HIGH SCHOOL CAMPUS (LOS ARBOLES SPORTS
COMPLEX)**

REQUEST:

It is requested that City Council consider

1. Adopting Resolution No. 2017-, approving a Facilities Memorandum of Understanding between the City of Marina and the Monterey Peninsula Unified School District (MPUSD) for portions of the Los Arboles Junior High School Campus (Los Arboles Sports Complex)

BACKGROUND:

In 1978, the City and MPUSD executed an Agreement relating to a portion of the Los Arboles Junior High School Campus (Los Arboles Sports Complex) whereby the City and the District would have joint use of the area and the City would be permitted to use and develop the property for recreation purposes. (“EXHIBIT A”)

That Agreement expired on May 16, 2003, and the parties executed a series of amendments on April 4, 2005 and extended the agreement with a term of 25 years.

ANALYSIS:

In 2016 the Recreation and Cultural Services Commission through the work of the sports advisory board as a goal, requested that this agreement be fully updated and expanded and brought back as a Facilities MOU with MPUSD. This was completed and approved by the commission in its March 2017 Meeting.

The MPUSD Board has now reviewed and approved this MOU at its May 9th Board of Education Meeting. (“EXHIBIT B”)

CONCLUSION:

It is recommended that you adopt the enclosed Resolution authorizing execution of the new Facilities MOU with MPUSD

Respectfully submitted,

Terry Siegrist
Recreation & Cultural Services Director
City of Marina

REVIEWED/CONCUR:

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2017-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING A FACILITIES MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF MARINA AND THE MONTEREY PENINSULA UNIFIED SCHOOL DISTRICT (MPUSD) FOR PORTIONS OF THE LOS ARBOLES JUNIOR HIGH SCHOOL CAMPUS (LOS ARBOLES SPORTS COMPLEX)

WHEREAS, In 1978, the City and MPUSD executed an Agreement relating to a portion of the Los Arboles Junior High School Campus (Los Arboles Sports Complex) whereby the City and the District would have joint use of the area and the City would be permitted to use and develop the property for recreation purposes; and

WHEREAS, that Agreement expired on May 16, 2003, and the parties executed a series of amendments on April 4, 2005 and extended the agreement with a term of 25 years; and

WHEREAS, in 2016 the Recreation and Cultural Services Commission through the work of the sports advisory board as a goal, requested that this agreement be fully updated and expanded and brought back as a Facilities MOU with MPUSD. This was completed and approved by the commission in its March 2017 Meeting; and

WHEREAS, the MPUSD Board has now reviewed and approved this MOU at its May 9th Board of Education Meeting.

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

1. Approve a Facilities Memorandum of Understanding between the City of Marina and the Monterey Peninsula Unified School District (MPUSD) for portions of the Los Arboles Junior High School Campus (Los Arboles Sports Complex)

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June by the following vote:

AYES, COUNCIL MEMBERS:

NOES, COUNCIL MEMBERS:

ABSTAIN, COUNCIL MEMBERS:

ABSENT, COUNCIL MEMBERS:

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

**AGREEMENT FOR THE USE AND IMPROVEMENT OF
A PORTION OF THE LOS ARBOLES JUNIOR HIGH SCHOOL CAMPUS**

THIS AGREEMENT, is made and entered into on April 4, 2005, by and between the City of Marina, a California charter city, hereinafter referred to as "City," and the Monterey Peninsula Unified School District, a school district in the County of Monterey, hereinafter referred to as "District," and collectively referred to as the Parties, as follows:

Recitals

1. WHEREAS, on May 16, 1978, the parties entered into an Agreement for the Improvement and Use of a Portion of the Los Arboles Junior High School Campus with a term of 25 years ("1978 Agreement").

2. WHEREAS, the 1978 Agreement expired in 2003 and the parties are currently operating under Amendment No. #3 to Agreement for the Improvement And Use Of A Portion Of The Los Arboles Junior High School Campus, hereinafter referred to as "Amendment".

3. WHEREAS, City and District agree that the 1978 Agreement as implemented accomplished the desired purpose and desire to continue operating under the principles thereof.

4. WHEREAS, the Parties desire to replace the current Amendment with this Agreement.

Terms and Conditions

In consideration of the mutual promises contained herein, City and District agree to the following terms and conditions:

1. **License for City to Use District Premises.**

a) District hereby grants a license to City for the right to use, as established herein, all of the 7.3 acres of real property shown on Exhibit "A" ("Premises") to organize, promote and conduct programs of community recreation as will contribute to the attainment of general educational and recreational objectives for children and adults.

b) Except for the modular building previously placed on the Premises by City which shall be used exclusively by City, City's right to use shall be non-exclusive. Use of the Premises by City shall be at such times as are jointly determined by the City (acting through the City Manager or the Manager's designee) and the District (acting through its Superintendent or the Superintendent's designee), provided, however, that the times of use in effect at the time of the execution of this Agreement shall remain in effect until changed by the City and the District.

2. **Joint Use of Driveway and Parking Lot.** District hereby grants to City and City hereby grants to District the non-exclusive use of the asphalt pavement driveway and public parking area within the approximately 2,100 square feet of parking located between the Los Arboles Junior High School administrative building easterly driveway opening onto Hillcrest

Avenue and the City Teen Center/Skate Park shown on Exhibit "B" ("Parking Area") . City shall relocate the existing steel pipe gate to the southerly end of public parking area, as shown on Exhibit "B" and pave the portion of the Parking Area on its property. Each party shall be responsible for the maintenance of the Parking Area on its property except that City may, but shall not be required to, sweep the Parking Area on District's property. Use of the Parking Area shall be at such times as are jointly determined by the City (acting through the City Manager or the Manager's designee) and the District (acting through its Superintendent or the Superintendent's designee)

3. Term. This Agreement shall be for a term of 25 years unless extended in writing by mutual agreement of the parties hereto or terminated pursuant to paragraph 7 herein.

4. Improvement of Premises.

a) City may improve and construct facilities on the Premises as are jointly agreed upon by City and District.

b) For any such improvements, City shall prepare, or have prepared, at its own expense, plans and specifications. Prior to commencing construction, City shall submit a copy of said plans, specifications to the District for its review and approval of the design, feasibility and structural soundness and to ensure compliance with the purpose of this Agreement. City shall submit all plans to the Department of State Architect for approval.

5. Construction and Installation of Improvements.

a) Any improvements approved pursuant to paragraph 4 above shall be constructed by the City at its expense in accordance with the approved plans and specifications and any applicable Local, State or Federal laws.

b) In addition to any other requirements imposed by law or otherwise by the City, any contract awarded as result of competitive bidding shall require the contractor, before commencement of work, to provide and file a faithful performance bond and a payment bond, which complies with Civil Code sections 3247 through 3252 inclusive, with the District named as a payee and satisfactory to the District's business manager covering the work to be performed under the contract.

c) City shall apply for and obtain all necessary permits required by law, code or ordinance relative to the construction and installation of the improvements, including but not limited to building permits and shall act for the project as the lead agency under the California Environmental Quality Act.

6. Administration, Operation and Supervision.

a) City shall provide for supervision of the use of the Premises and all activities conducted thereon during the times of City's use thereof. The City may adopt and enforce rules and regulations appropriate to the facilities and consistent with the provisions of this Agreement, relating to the time, place and manner of the use the facilities. City shall provide

sufficient, competent and qualified staff as it deems appropriate to fulfill the duties imposed upon the City by this Agreement.

b) District shall provide for supervision of the use of the Premises and all activities conducted thereon during the times of District's use thereof. The District may adopt and enforce rules and regulations appropriate to the facilities and consistent with the provisions of this Agreement, relating to the time, place and manner of the use the facilities. District shall provide sufficient, competent and qualified staff as it deems appropriate to fulfill the duties imposed upon the District by this Agreement.

7. Termination.

a) City or District may terminate this agreement at any time by delivery of written notice thereof to the other party at least 180 days in advance of the termination date.

b) Upon termination of this Agreement, the District shall pay to the City the pro-rata amount of the cost of any improvements made by the City pursuant to the 1978 Agreement and this Agreement as the remaining useful life of said improvements bears to their total useful life.

c) Determination of the pro-rata portion of the cost of the improvements shall be made jointly by the City and the District. In the event that the City and the District cannot agree on the pro-rata amount due City, the determination shall be made by an impartial appraiser selected jointly by the City and the District. Fees for such appraisal shall be shared jointly by the City and the District. The word "improvements" shall not include the modular building previously placed on the Premises by City or any other property not permanently affixed to the Premises.

d) If the improvements have been made within a period of less than five years prior to the termination of this Agreement, the School District shall have an additional 5 (five) year period in which to make payment for the improvements made by the City.

c) Upon termination and the payment of the pro-rata amount described in paragraph b above, the improvements shall become the District's property.

8. Indemnity and Hold Harmless.

a) City and District shall each indemnify and hold harmless the other, its officers, agents, directors, and employees, from and against any claims, liability, causes of action, damages, and expenses, including attorneys' fees and costs, that arise out of or are related to the indemnifying party's performance under this Agreement, provided that such claim, damage, loss or expenses is attributable to bodily injury, sickness, disease or death, or injury to or destruction of tangible property, but only to the extent caused by willful or negligent acts/omissions of the indemnifying party.

b) The indemnity provisions of this section shall survive the expiration, cancellation or expiration of this Lease Agreement.

9. Insurance. District and City shall maintain the following insurance with each party named as an additional insured on the other's policy:

a) Commercial General Liability with limits of One Million Dollars (\$1,000,000.00) per occurrence;

b) Automobile Liability with a combined single limit of One Million Dollars (\$1,000,000.00) per accident;

c) Workers Compensation as required by law; and

d) Employer's Liability with limits of One Million Dollars (\$1,000,000.00) per occurrence.

e) Bodily injury and property damage insurance with a combined single limit of at least One Million Dollars (\$1,000,000.00) per occurrence. Such insurance shall insure, on an occurrence basis, District's and City's employees and agents arising out of or in connection with use, occupancy and maintenance of the Property.

f) Each party shall provide to the other a certificate of insurance evidencing the coverage required by this paragraph and each party as additional insured or if the party is lawfully self-insured for any or all of the required insurance coverage, provide a letter certifying coverage in the minimum amounts set forth herein in lieu of providing certificates of insurance within thirty (30) days of the Commencement Date.

10. Assignments, Subleases or Transfers. District or City shall not sublease or otherwise allow any other Party to occupy or use property identified in Exhibit "A" without mutual written consent.

11. Notices. Any notice required of the parties by law or by this Agreement shall be delivered personally or by first class mail to the following individuals:

If to City

City Manager
City of Marina
City Hall
211 Hillcrest Avenue
Marina, California 93933

If to District

Superintendent
Monterey Peninsula Unified School District
700 Pacific Street
Monterey, California 93940

AGREEMENT FOR THE USE AND IMPROVEMENT OF
A PORTION OF THE LOS ARBOLES JUNIOR HIGH SCHOOL CAMPUS

12. Miscellaneous.

a) Entire Agreement. This Agreement constitutes the entire agreement and understanding between the parties and supersedes all offers, negotiations and other agreements concerning the subject matter contained herein. There are no representations or understandings of any kind not set forth herein. All Riders and Exhibits annexed hereto form material parts of this Agreement.

b) Amendments. Any amendments to this Agreement must be in writing and executed by authorized representatives of both parties.

c) Severability. If any provision of the Agreement is held to be invalid or unenforceable by a court of competent jurisdiction with respect to any party, the remainder of this Lease Agreement or the application of such provision to persons other than those as to whom it is held invalid or unenforceable shall not be affected, and each provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

d) Binding Effect. Each party represents and warrants that said party has full power and authority, and the person(s) executing this Agreement have full power and authority, to execute and deliver this Agreement, and that this Agreement constitutes a valid and binding obligation of each party, enforceable in accordance with its terms. This Lease Agreement shall be binding on and inure to the benefit of the successors and permitted assignees of the respective parties.

e) Waivers. No provision of this Agreement shall be deemed to have been waived by a party unless the waiver is in writing and signed by the party against whom enforcement of the waiver is attempted. No custom or practice which may develop between the parties in the implementation or administration of the terms of this Agreement shall be construed to waive or lessen any right to insist upon strict performance of the terms of this Agreement.

f) Survival. Terms and conditions of this Agreement which by their sense and context survive the termination, cancellation or expiration of this Agreement will so survive.

g) Captions. The captions and headings in this Agreement are for convenience only and in no way define, limit or describe the scope or intent of any provision of this Agreement.

h) Governing Law. This Lease shall be governed by and construed in accordance with the laws of the State of California and Federal law where the Federal Government has pre-empted the field. Both Parties shall comply with all applicable laws, including but not limited to laws relating to trenching and storm water protection systems in the course of construction.

i) Attorneys' Fees and Costs. The prevailing party in any legal claim arising hereunder shall be entitled to its reasonable attorneys' fees and court costs.

j) Counsel Review. Each party warrants that it has had the opportunity to consult counsel and understands the terms of this Agreement and the consequences of executing it. In addition, each party acknowledges that the drafting of this Agreement was the product of negotiation, that no party is the author of this Agreement, and that this Agreement shall not be construed against any party as the drafter of the Agreement.

h) Execution in Duplicate Counterparts. This Agreement may be executed in separate, duplicate counterparts, including facsimile copies if followed by original signatures.

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

CITY OF MARINA

MONTEREY PENINSULA UNIFIED
SCHOOL DISTRICT

By 
Ila Mettee-McCutchon,
Mayor

By 
John Lamb,
Interim Superintendent

MEMORADUM OF UNDERSTANDING BETWEEN
MONTEREY PENINSULA UNIFIED SCHOOL DISTRICT

EXHIBIT B

and

CITY OF MARINA

This Memorandum of Understanding ("MOU") is entered into this 9th day of May, 2017 ("Effective Date"), by and between The City of Marina, ("City") and Monterey Peninsula Unified School District ("School District"). City and School District are sometimes hereinafter collectively referred to as the "Parties" or individually as a "Party."

RECITALS

- A. Each of the Parties possesses the authority to acquire, construct and maintain property for the purpose of providing facilities to the public.
- B. Chapter 6 of Division 12 of the Education Code of the State of California commencing with section 16651, authorizes cities, public corporations and public school districts to cooperate with one another for the authorizing, promoting, and conducting programs of community recreation which will contribute to the attainment of general recreation and educational objectives for youth and adults.
- C. Joint use agreements between public agencies are authorized by Section 6500 et seq. of the Government Code and Sections 10900 through 10916 of the Education Code for the purpose of organizing, promoting and conducting programs of community recreation; and Section 39470 et seq. of the Education Code of the State of California for the joint use of vacant classrooms or other space in operating school buildings
- D. The City and the School District are mutually interested in and concerned with the provision of adequate facilities for the recreation and physical well-being of the residents and the District's school children.
- E. The City operates and maintains certain public parks and recreational facilities, which are capable of being used by the School District for educational purpose and District-sponsored recreational activities.
- F. The School District has certain sports fields, auditoriums, multi-purpose and traditional classrooms, and other educational facilities under their jurisdiction, suitable for City-sponsored community recreation programs.
- G. The City and School District have found it to be in the public interest, economically and practically, to cooperate with each other in regard to their agreement pursuant to the provisions of legislation and to memorialize their respective duties with respect to such cooperation and recreational use.
- H. On May 16, 1978, The City and the School District entered into an Agreement, and as subsequently amended, for the Improvement and Use of a portion of the Los Arboles Junior High School Campus.
- I. There is a further desire for coordinated planning by the Parties in the improvement, maintenance and operation of their respective facilities and to establish priorities and to memorialize their respective duties with respect to such cooperation and recreational use.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the Parties hereby agree that the following facilities will be shared:

- I. The School District will make available to the City for community recreation activities such school grounds, equipment, and buildings as may be mutually agreed upon. These facilities include but are not limited to:
 - A. Marina High School and Los Arboles Middle School.
 1. Athletic Fields (including Upper and Lower campuses, where applicable)
 2. Multi-purpose rooms
 3. Appropriate school Site Classrooms and Conference rooms
 - B. Except for the modular building previously placed by City at the Upper Los Arboles Sports Complex, which will be used exclusively by City, the use of such selected school facilities shall be in accordance with the regular procedure of the School District in granting permits for use of the school facilities as provided for by the laws of California and the rules and regulations of the School District.
 - C. Schedules shall be established for said use of selected School District facilities by designated representatives of the MPUSD Superintendent and the City of Marina Recreation and Cultural Services Director. Dates agreed to shall be finalized through issuance of a permit by the respective Party.
- II. The City will make available to the School District for educational-oriented activities benefitting Marina schools or School District-wide activities including Marina schools such City recreational facilities as may be mutually agreed upon. These facilities include but are not limited to the following:
 1. Marina Teen Center
 2. Rocky Han Community Center
 3. City Parks and recreational areas
 - A. The use of such selected City facilities shall be in accordance with the regular procedure of the City in granting permits for use of the City facilities as provided for by the laws of California and the rules and regulations of the City.
 - B. Schedules shall be established for said use of selected City facilities by designated representatives of the MPUSD Superintendent and the City's Recreation and Cultural Services Director.
- III Fees: the School District and the City agree that fees shall be waived by the City for School District use of City facilities and by the School District for City use of School District facilities. Each Party shall have the right to charge a reasonable fee to participants for participation in the recreational and educational activities sponsored by it at the other Party's facilities.
- IV Facilities Scheduling
 - A. A schedule of dates for the use of the School District and City facilities will be worked out in advance.

- B. This schedule for use of facilities will be so arranged so as to avoid any conflict between the use by the School District's schools and the City.
 - C. In the scheduling of School District facilities, existing school events and programs, sponsored in whole or in part by the School District, shall have first priority, the recreation programs established by the City shall have second priority, and any other events or use by individuals, groups or agencies shall have third priority.
 - D. In scheduling of City facilities, the City events and programs, sponsored in whole or in part by the City, shall have first priority, the School District's events and programs shall have second priority, and any other events or use by individuals, groups or agencies shall have third priority.
 - E. This schedule may be changed at the request of either Party by the mutual consent of the other. The Parties will work in good faith to accommodate such requests.
 - F. The City through its employees or volunteers agrees to provide adequate personnel to supervise the City's recreational activities which take place in School District facilities after school hours and during holiday and vacation periods at the selected areas.
 - G. The School District through its employees or volunteers agrees to provide adequate personnel to supervise the School District's activities which take place in City facilities.
 - H. The Parties shall endeavor to provide a minimum of 14 calendar days' notice when canceling approved uses of the other Parties' facility.
- V. Personnel Supervision: The volunteers or personnel employed by the City of Marina shall be under the supervision of the Director of Recreation and Cultural Services Department. The volunteers or personnel employed by the School District shall be under the supervision of _____.
- VI School Property Use: School properties and facilities are intended primarily for school purposes and for the benefit of children of school age. In planning programs and scheduling activities on school grounds, the recreational needs and opportunities of such children will be well provided for and adequately protected
- VII City Property Use: City properties and facilities are intended primarily for municipal purposes and for the benefit of the citizens of Marina. In planning programs and scheduling activities in City facilities, the needs and opportunities of such persons will be well provided and adequately protected.
- VIII Resolving Disputes and/or Differences: In the event any dispute or difference arises as a result of the recreational program being conducted on a site jointly used and selected as above described or as to the use of a School District or City facility, then in that event, said dispute or difference shall be settled by appealing to the respective department head of the School District regarding the use of School District facilities or the City regarding the use of City facilities whose decision in the matter shall be final. The City and School District shall meet on a quarterly basis, as mutually agreed, to discuss operational issues and correct deficiencies.
- IX Equipment, Supplies, Building and Field Maintenance, Custodial Services Responsibilities:

A. The School District shall be responsible for or provide the following:

1. Maintaining in good repair all buildings, existing fences, play apparatus, and equipment and facilities necessary for its school programs and so that said equipment, apparatus and facilities may be used by the City for community recreational purpose.
2. Providing mowing as needed of the school grounds.
3. Utilities necessary for the educational facilities.
4. The School District will provide all the custodial service for the auditoriums, restrooms, and other indoor facilities of any school plant used by the City except during such times as School District custodians are not normally on duty. If a School District custodian is necessary, the City will be charged the District's custodial services fees.
5. When using School District's facilities the City will supply all expendable materials necessary to conduct City program activities on the facilities under its supervision.

B. The City of Marina shall be responsible for or provide the following:

1. Maintaining in good repair all buildings, existing fences, play apparatus, equipment and facilities necessary for City programs and that said buildings, equipment, apparatus and facilities may be used by the School District for education programs.
2. Provide mowing as needed of the City grounds.
3. Utilities for the recreational facilities
4. The City will provide all the custodial service for the auditoriums, meeting rooms, restrooms, and other indoor facilities of any City plant used by the School District except such time as the City custodians are not normally on duty. If a City custodian is necessary, the District will be charged the City's custodial services fees.
5. When using the City's buildings, the School District will supply all expendable materials necessary to conduct a school program activities for all ages, on the facilities under its supervision.

X In performing duties required by this MOU the City and/or the School District may promulgate and enforce such rules and regulations governing their respective activities and programs which each deems necessary to maintain proper standards of conduct and safety. City or its agents shall enforce and abide by all School District rules, regulations and policies while directing activities in School District facilities. The School District or its agents shall enforce and abide by all City regulations and policies while directing activities in City facilities.

XI The City and School District shall develop and emergency access policy so that designated City or School District staff can open and close facilities if owning agency personnel are not available during the proposed use.

XII MOU Term. Termination, Amendment, Assignment: This MOU shall be effective upon its signature by both Parties and supersedes any and all prior agreements for community recreation, including the March 16, 1978 Agreement, as amended, between the Parties and this MOU shall continue in effect until terminated. Either party to this agreement may at any time terminate this agreement upon giving, in writing to either party twelve month prior notice of its intention to terminate same. This MOU may be amended as mutually agreed in a writing signed by authorized representatives of each Party from time to time pursuant to its terms and as provided by law. Neither the City nor the School District may assign or transfer this MOU, or any part thereof, without the prior written consent of the other Party.

XIII Incident Reports: The City and School District each shall document any misuse of facilities by the other Party on written incident reports which shall be submitted to the other Party within 3 business days after the

incident occurred, of the notifying party gains knowledge of such an incident. City and School District shall provide written responses to all incident reports within 5 business days of receipt. Action which results from incident reports, including reduction or cancellation of scheduled facility use shall be by mutual agreement of the Parties.

- XIV Duty to Repair: The City shall repair, cause to be repaired, or reimburse the School District for the cost of repairing damage to School District facilities occurring during any period of use by the City pursuant to this MOU, except where such damage is the result of ordinary and reasonable use. The School District shall have a reciprocal obligation to repair, cause to be repaired, or reimburse the City for cost of repairing damage to City facilities occurring during any period of use by School District pursuant to this MOU, except where such damage is the result of ordinary and reasonable use. Nothing herein shall be interpreted as preventing either Party from seeking from any third party reimbursement for any expense incurred pursuant to this Section.

XV Indemnity:

- A. The City shall indemnify, defend and hold harmless and free from liability the School District, its officers, agents, employees, while acting as such, from all damages, cost or expenses which any of them shall become obligated to pay by reason of liability imposed by law because of injury to property or liability to or death of persons received or suffered by reason of operation of the City's community recreation program upon School District property, and further, the City shall be responsible for any and all damages to all school property caused by proximate results of any recreation activity being conducted on said premises by the City.
- B. The School District shall indemnify, defend and hold harmless and free from liability the City, its officers, agents, employees, while acting as such, from all damages, cost or expenses which any of them shall become obligated to pay by reason of liability imposed by law because of injury to property or liability to or death of persons received or suffered by reason of operation of the School District's educational, recreational or School District-sponsored activities upon City property, and further, the School District shall be responsible for all damages to City property caused by proximate results of any educational or recreational activity being conducted on said premises by the School District.

- XVI Insurance: During the term of this MOU each Party shall either be self-insured or maintain a liability insurance policy providing coverage for public liability, bodily injury and property damage.

- XVII Notice: Notices and communication concerning this MOU shall be delivered personally or sent by first class mail to the following addresses:

CITY

City of Marina
Attn: City Manager &
Recreation & Cultural Services Director
City Hall
211 Hill Crest Avenue
Marina, CA 93933

SCHOOL DISTRICT

Monterey Peninsula Unified School District
Attn: Business office/CBO
700 Pacific Street
Monterey, CA 93940

Nothing in this agreement shall be construed to deprive the School District from exercising its authority to manage and operate School District property in the manner required by law. Nothing in this agreement shall be construed to deprive the City of Marina from exercising its authority to manage and operate City of Marina property in the manner required by law.

IN WITNESS THEREOF the parties hereto have caused the agreement to be executed on their behalf.

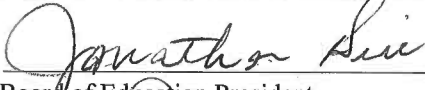
CITY OF MARINA

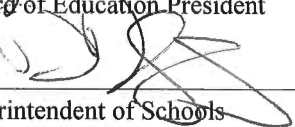
By: _____
Mayor

Attest: _____
City Clerk

Approved by: _____
City Attorney's Office

MONTEREY PENINSULA UNIFIED SCHOOL DISTRICT

By:  _____
Board of Education President

Attest:  _____
Superintendent of Schools

Approved by: _____
District's Legal Counsel

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 1, 2017

**CITY COUNCIL ACTING BOTH ON BEHALF OF THE SUCCESSOR
AGENCY TO THE MARINA REDEVELOPMENT AGENCY AND THE
CITY CONSIDER ADOPTING RESOLUTION NO. 2017-, APPROVING
DESIGNATING GRANVILLE HOMES AND/OR VALLEY COASTAL
DEVELOPMENT, LLC AS A PRE-APPROVED HOMEBUILDER
PURSUANT TO THE MARINA HEIGHTS OPTION AGREEMENT**

REQUEST:

It is recommended that the City Council:

1. Consider adopting Resolution No. 2017-, approving designating Granville Homes and/or Valley Coastal Development, LLC as a Pre-Approved Homebuilder pursuant to the Marina Heights Option Agreement.

BACKGROUND:

The City of Marina and the Redevelopment Agency of the City of Marina and Cypress Marina Heights, L.P. (“Developer”) entered into an Option Agreement dated November 14, 2002. The Option Agreement provided Cypress Marina Heights with the option to acquire a 248-acre site comprised of a portion of the Abrams Park and Upper Patton Park sections of the former Fort Ord. The Option Agreement stipulated the terms and conditions for development of the property. At the time the Option Agreement was entered into the City of Marina and the Developer entered into an initial statutory development agreement pursuant to Government Code Section 65864. The initial statutory development agreement was replaced by the final development agreement approved by the City Council on March 3, 2004 (“Development Agreement”). At the regular meeting of March 3, 2004, the City Council approved the Final Environmental Impact Report, General Plan Amendments, Zoning Ordinance and Map Amendments, Tentative Map, and Final Development Agreement for the Marina Heights Project.

The former Redevelopment Agency transferred the Property to the Developer in accordance with the Option Agreement terms in 2006. Upon dissolution of the Marina Redevelopment Agency in accordance with State law, the Option Agreement transferred to the Successor Agency to the Marina Redevelopment Agency. The City Council acts as the governing board of the Successor Agency.

The Final Development Agreement establishes the development rights for the Marina Heights project. The Final Development Agreement and the Option Agreement also address project timing and fees. The Final Development Agreement and the Option Agreement include a Schedule of Benchmarks setting out the expected time frames for development of the property. The original Schedule of Benchmarks was amended by the First Implementation Agreement that was approved by the City Council in October 2007.

As required by the Tentative Map Conditions of Approval, at the regular meeting of September 9, 2004, the Planning Commission approved the Marina Heights Community Design Guidelines. The Design Guidelines contain concepts and specifications for the design of the housing units for the Marina Heights Project.

The project, as originally contemplated was to be developed in four phases. The 1,050 residential units contemplated for the property were to be developed as follows: Phase 2 comprised of 299 units, Phase 3 comprised of 295 units, Phase 4 comprised of 288 units, and Phase 5 comprised of 168 units. Phase 1 consists of the construction of major roads and utilities to support the four residential phases.

At the regular meeting of March 21, 2006, the City Council adopted Resolution No. 2006-56, approving the Phase 1 Final Map and a Subdivision Improvement Agreement for the major roads and utilities for the Marina Heights Project. At the regular meeting of September 6, 2006, the City Council adopted Resolution No. 2006-228, approving the Phase 2 Final Map and a Subdivision Improvement Agreement for the first 299 residential units for the Marina Heights Project.

After responding to and the settlement of litigation that delayed the project for eighteen (18) months, Marina Heights began construction in 2006 on Phase 1 and Phase 2 subdivision improvements. Cypress Marina Heights entered into negotiations with various homebuilders to construct the homes, but as the economy slowed down and eventually collapsed, all negotiations ceased. Cypress Marina Heights stopped construction on the Phase 1 and Phase 2 subdivision improvements that were approximately 80% complete. Although Cypress Marina Heights continued to reach out to homebuilders, due to the continued weak housing market, none of these transactions closed and the Phase 1 and Phase 2 subdivision improvements remain uncompleted at this time. As part of Cypress Marina Heights efforts to find homebuilders for the project, an amendment to the Option Agreement was proposed in 2008 to expand the list of Pre-Approved Builders from the original list of 4 homebuilder to include an additional 10 homebuilders. The City Council approved the Amendment to the Option Agreement in 2008.

On February 17, 2016 the City Council approved the addition of Wathen Castanos to the Pre-Approved builders list.

ANALYSIS:

The Developer has requested that Granville Homes and/or Valley Coastal Development, LLC be added to the list of Pre-Approved Homebuilders.

The Option Agreement includes a list of Pre-Approved Homebuilders that Cypress Marina Heights can transfer portions of the project. Under the terms of the Option Agreement and the Development Agreement, Cypress Marina Heights does not have to obtain the City or the Successor Agency's consent to a transfer to a Pre-Approved Homebuilder. The current list of Pre-Approved Homebuilders consists of John Laing Homes, Standard Pacific Homes, William Lyon Homes, Monterey Development Group, Richmond American, Centex Homes, Pulte Homes, Taylor Morrison, Warmington Homes, Lennar Homes, Toll Brothers, DR Horton, the Ryland Group, Phil Rafton and Wathen Castanos.. This list was compiled by the Developer in late 2008 and some of the homebuilders on the list are no longer active in the area.

The Developer has requested that the City and the Successor Agency add Granville Homes and/or Valley Coastal Development, LLC to the list of Pre-Approved Homebuilders. The Developer has submitted the information attached as (**"EXHIBIT A"**) to demonstrate Granville Home and/or Valley Coastal Development, LLC's comparability to the Pre-Approved Homebuilders. Granville Homes and/or Valley Coastal Development, LLC is a Central Valley company that has been developing homes since the 1977. They have developed over 5,800 homes. They appear to have experience comparable to the homebuilders on the Pre-Approved Homebuilder list.

FISCAL IMPACT:

Development of the Project will increase the property tax available to the City thereby increasing general fund revenues. The Developer has advanced funds for some of the permit fees required to be paid as the homes develop. Over time, if all of the homes are developed, the City will recover the costs associated with the permit processing, but there may be an initial cash shortfall as a result of the Developer's credit toward permit fees.

CONCLUSION:

The staff report is submitted for City Council review and possible direction.

Respectfully submitted,

Layne Long
City Manager
City of Marina

RESOLUTION NO 2017-
RESOLUTION NO. 2017-____(SA/MRA)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA ACTING ON BEHALF OF THE CITY OF MARINA AND ON BEHALF OF THE SUCCESSOR AGENCY TO THE MARINA REDEVELOPMENT AGENCY APPROVING DESIGNATING GRANVILLE HOMES AND/OR VALLEY COASTAL DEVELOPMENT, LLC. AS A PRE-APPROVED HOMEBUILDER PURSUANT TO THE MARINA HEIGHTS OPTION AGREEMENT

WHEREAS, The City of Marina and the Redevelopment Agency of the City of Marina and Cypress Marina Heights, L.P. entered into an Option Agreement dated November 14, 2002, and;

WHEREAS, the Redevelopment Agency of the City of Marina was dissolved in accordance with State law effective February 1, 2012 and the Successor Agency succeeded to the former Redevelopment Agency's rights and obligations under the Option Agreement; and

WHEREAS, At the regular meeting of March 4, 2004, the City Council adopted Ordinance No. 2004-06 adopting the Final Development Agreement for the Marina Heights Project, and;

WHEREAS, the Option Agreement includes a list of homebuilders that are pre-approved transferees of the Developer's rights and obligations under the Option Agreement and the Final Development Agreement; and

WHEREAS, Cypress Marina Heights has requested that Granville Homes and/or Valley Coastal Development, LLC be added to the list of Pre-Approved Homebuilders; and

WHEREAS, the City and the Successor Agency have determined that Granville Homes and/or Valley Coastal Development, LLC is comparable to the Pre-Approved Homebuilders with respect to financial capability, experience, reputation, integrity, purchaser satisfaction and quality of design and construction.

NOW THEREFORE, BE IT RESOLVED BY THE City Council of the City of Marina acting on behalf of the City and the Successor Agency to the Marina Redevelopment Agency thereby

1. Determines that Granville Homes and/or Valley coastal Development, LLC is comparable to the Pre-Approved Homebuilders with respect to financial capability, experience, reputation, integrity, purchaser satisfaction and quality of design and construction.
2. Approves adding Granville Homes and/or Valley Coastal Development, LLC to the list of Pre-Approved Homebuilders pursuant to the Option Agreement and Development Agreement.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June 2017, by the following vote:

AYES, COUNCIL MEMBERS: Amadeo, Brown, Morton, O'Connell, Delgado

NOES, COUNCIL MEMBERS: None

ABSENT, COUNCIL MEMBERS: None

ABSTAIN, COUNCIL MEMBERS: None

ATTEST:

Bruce C. Delgado, Mayor

Anita Sharp, City Clerk



CORPORATE PROFILE

Preferred Homebuilder Packet
for City of Marina, California

OWNER BIO & TEAM INFORMATION

Darius Assemi, President

As President of Granville Homes Inc., Mr. Assemi has been instrumental, as a hands-on executive, in the development of all of Granville's housing projects. Mr. Assemi is dedicated to seeing successful and thriving neighborhoods throughout the communities he builds in, and as such he has taken the lead in incorporating environmentally smart and energy-efficient design elements, as well as innovative and superior design elements in each home that the company builds.

Mr. Assemi received his Bachelor's in Science in Civil Engineering from California State University, Fresno, and started working in the family business thereafter. He is also a LEED AP Certified (Leadership in Energy and Environmental Design – Accredited Professional) and a *Build It Green* – Certified Green Building Professional. Over the past 10 years Mr. Assemi has overseen the development and construction of 3,700+ homes, throughout Fresno, Clovis, Shaver Lake, other California towns, and other states such as Hawaii, as well as managed the construction of medical facilities in Afghanistan.

Mr. Assemi is also proud to be involved in many non-profit organizations in Fresno and across the world. He is especially honored to have initiated the annual Granville Home of Hope fundraiser in 2006 - raising over \$4.5 million since its introduction to provide funds to help many local organizations help those who are less fortunate.

Darius' other affiliations include:

- Honored with "The 2014 Key to the County" from the Fresno County Board of Supervisors for the philanthropic work done by the Assemi Family.
- Honored with "Top Dog" award from California State University Fresno, 2013
- Board member, Fresno Metropolitan Flood Control District – 1996-2003
- Board member, Alliance for Medical Outreach & Relief (AMORelief.org) Foundation – 2008 - Current
- Board member, Islamic Cultural Center of Fresno – Current
- Board president, Lake Van Ness Homeowners Association – 2004-2008
- Member, Deans Development Council at University of California, San Francisco Fresno – 2009

Jeffrey T. Roberts, Vice President of Land Entitlement

Mr. Roberts oversees and is personally involved with all of the entitlements required for the Granville "Family" of Companies projects, and works on a regular basis throughout various other California communities. Mr. Roberts also leads review and approval processes in conjunction with, Local, State and Federal agencies who have a stake in the Granville projects.

Mr. Roberts has been involved in residential development for the past 40 years, first having worked as a Planner for the County of Fresno. Jeffrey owned and operated a development consulting firm for over 17 years, spearheading major residential and commercial developments throughout California, before joining Granville Homes, where he has been at for the last 19 years.

KEY TEAM MEMBERS

Eric Gibbons MBA, Land Development Manager

Mr. Gibbons oversees all mapping, engineering, utility and landscape design along with the installation of all horizontal improvements, including contracting with consultants to prepare work as needed. Eric has been at Granville for the past 4 years, after having successful start to his career in Utah and Nevada. His vast experience includes operating a private development firm, as well as working for both large and smaller homebuilders.

Tony Seaton, Drafting and Quality Control Manager

Mr. Seaton oversees the design, construction and inspections of the project, including hiring subcontractors and consultants to provide work as needed. Tony has been part of the Granville Team for over 25 years, working in all aspects of the housing construction, inspection and quality assurance departments.

Derek Hayashi, Chief Financial Officer

Mr. Hayashi oversees accounting, ledger, payroll, accounts payable and all other aspects of project accounting, as well development financing of the projects. Mr. Hayashi, and his staff of finance professionals, provides Financing/Accounting/Auditing support to all Granville Homes Inc. projects. Derek has been part of the Granville Group of companies since 2002. Prior to that, Mr. Hayashi worked in Finance for various private companies, such as the Keiser Corporation, KB Homes, and Ernst & Young.

Developer/General Contractor

Darius Assemi, President
Granville Homes, Inc.
1396 W. Herndon, Suite 101
Fresno, CA 93711
Phone: (559) 436-0900 Fax: 436-1659
General Contractors License: 586845

Granville Homes Inc., is also a general contractor as noted above. Our staff oversees the construction of all our projects. Granville Homes Inc. General Contractor has over 35 years in operation, throughout which we have constructed thousands of homes, worth several hundred million dollars in project value. We take pride in our sub-contractor relations and expect our partner companies to provide an exceptional level of service as is expected of projects with a Granville name.

EXPERIENCE

Through innovative methods of design and service, Granville Homes has earned the industry-wide reputation of being on the cutting edge of homebuilding by understanding the importance of service branding and marketable designs. Since its founding in 1977, Granville Homes has developed unique collaborative practices such as: design reviews, design consultations with outside firms, and focus groups – all aimed at enhancing our ability to design lively and exciting neighborhoods.

Diversification in the company's offerings has enabled Granville to weather changes in the real estate market through the recent Great Recession. Granville Homes has a reputation for high customer satisfaction, which means properties with the Granville name keep a higher value, and Granville buyers are loyal when it's time to move up into second or third homes. The Fresno Bee newspaper and its readers have named Granville the Best New Home Builder every year since 2006 in The Bee's annual People's Choice Awards. Granville has also been named the Best Company to Work for in the People's Choice Awards, several times over the last years, which is a testament to Granville's leadership.

As our result of our investment and high design standards, we have been the recipient of the following design and development awards:

- People's Choice Award – Best New Home Builder – 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014
- The M Street Arts Complex received the 2014 Golden Nugget Award for Merit from the Pacific Coast Building Council
- The M Street Arts Complex also received First Place in the 2014 Fresno Bee People's Choice Award for best Art Gallery.
- 1612 Fulton Project received the 2013 San Joaquin Valley Blue Print Award of Excellence for Mixed Use Project.
- 330 Van Ness Cottages received the 2012 San Joaquin Valley Blue Print Award of Excellence for Residential Development Projects
- Bungalow Court project received the City of Fresno's Historic Preservation Commission in 2012 for full restoration of the 1922 Flora Montague Bungalow Court
- Bungalow Court also received the 2012 Golden Nugget Award for Merit from the Pacific Coast Building Council
- Fulton Village received the 2011 San Joaquin Valley Blue Print award for Mixed Use Award of Achievement
- Iron Bird Lofts received the Tree Fresno Cityscape Awards –Best Multiple Dwelling in 2010
- 'H' Street Lofts received the 2007 Cityscape Award

— CURRENT LOT INVENTORY —

Finished Lots

Location	Name	Tract #	Remaining
Fresno	La Ventana Ph. 1	5357	2
Fresno	La Ventana Ph. 2	5597	3
Fresno	La Ventana East	6090	32
Fresno	Belterra Ph. 1	6033	24
Fresno	Belterra Ph. 2	6097	23
Fresno	Belterra Ph. 3	6079	16
Fresno	Belterra Ph. 4	6108	24
Fresno	Via Fiore Ph. 1	5892	8
Fresno	Via Fiore Ph. 2	6045	2
Fresno	Via Fiore Ph. 3	6065	31
Fresno	The Links	5271	7
Fresno	Highland E	5273	12
Clovis	Whisper Creek	5550	13
Clovis	Ventana Hills	5100	40
Fresno County	Sunrock	5990	42
		TOTAL	279

Lots Currently Being Developed

Location	Name	Tract #	Lots
Fresno	Canvas @ Copper	6099	91
Fresno	Canvas @ Belterra	6110	136
Clovis	Deauville East Ph. 1	6109	102
Fresno	Belterra Ph. 6	6030	99
Fresno County	Millerton	4968	138
		TOTAL	566

Lots Currently Being Entitled

Location	Name	Tract #	Lots
Clovis	Deauville Phase 2	TBD	23
Clovis	Deauville Phase 3	TBD	150
Clovis	Bullard & Leonard	TBD	249
Fresno	Chestnut and Copper	6106	65
Fresno	Belterra Ph. 7	TBD	86
Fresno	Belterra Ph. 8	TBD	31
		TOTAL	604

Multi-Family Sites Being Developed or Entitled

Location	Name	Tract #	Units
Fresno-Downtown	Crichton Place Ph. 2	na	4
Fresno-Downtown	Newman Place	na	16
Fresno	Millbrook & Nees	6156	162
Fresno	San Jose & Colonial	6160	13
Fresno	Herndon & Riverside	6172	334
Lemoore	Pharris	TBD	294
Fresno	Blackstone & Clinton	TBD	122
Fresno	Polk & Sierra	TBD	90
		TOTAL	1035

FINANCIAL PROFILE

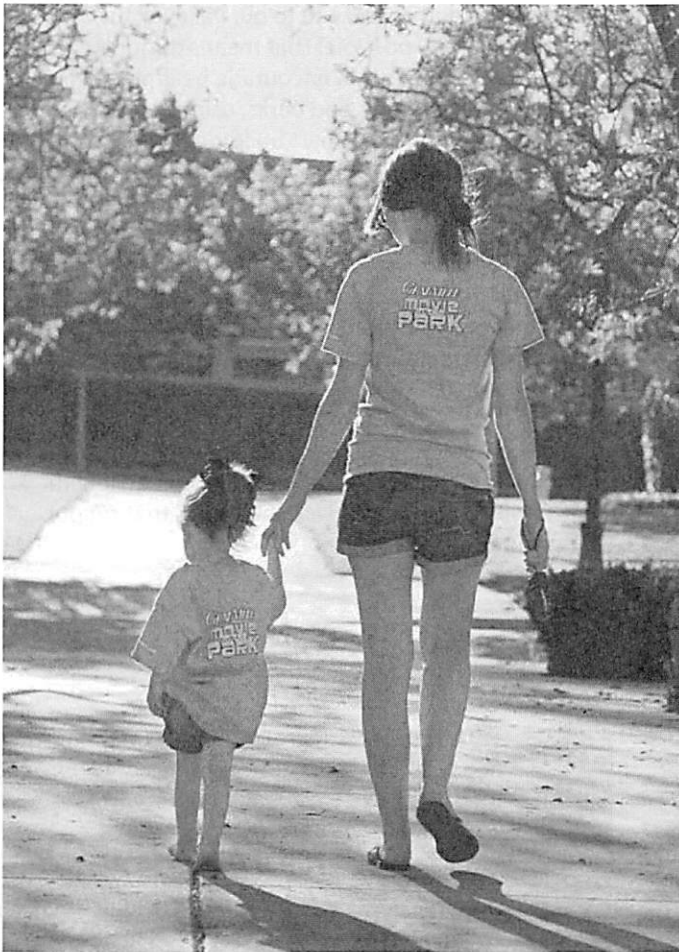
Granville Homes is a local single family homebuilder headquartered in Fresno, California. Granville builds and sells a variety of new homes designed for first-time buyers, as well as first-time and second-time move up buyers. The company develops, constructs and sells custom lots, semi-custom homes and mountain cabins and master planned communities. Granville is currently developing a large master planned community known as Copper River Ranch, a golf course amenity project planned for 2,000 single family residences, 800 multifamily units with 38 acres of commercial with total project costs in excess of \$150 million. Management has long-term relationships with several banks and financial institutions that have financed various projects over the past 40 years. Since 1977, Granville has built over 6,000 homes in the Central Valley.



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GRANVILLE
HOMES

OUR COMMITMENT



At Granville Homes, our mission is twofold – first, we are passionate about improving the well-being of people in our community. To us, that means not only creating beautiful neighborhoods, but also effecting positive change in the lives of people in the Central Valley and across the global community.

In order to give back to the larger Central Valley community, Granville Homes and its employees volunteer their time and talents to help organizations throughout the Valley. Our passion to improve the community drives our involvement in programs that provide access to food, shelter, health care, and education for people here in the Central Valley through the Granville Home of Hope, and across the globe with organizations like Alliance for Medical Outreach and Relief.

The award-winning neighborhoods we build complete our mission to build thriving communities. Every Granville Home is characterized by exceptional craftsmanship and enduring value.

We are dedicated to helping provide prosperity, peace, hope, and justice, and we are inspired by those in our community who share our global vision.



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GRANVILLE
HOMES

HOMES & COMMUNITIES



Granville Homes is focused on building homes and neighborhoods that are beautiful and unique, along with making sure these structures and communities are sustainable and foster responsible growth. **Granville has built more than 6,000 homes since 1977.**

The company's goal is to create something that will last, and contribute to our Valley in the most positive way possible. That means designing neighborhoods that encourage healthier living with walking trails and parks, using excellent materials and Eco-Smart building techniques that conserve energy and save our customers money.

From the moment a Granville Home is designed, the goal is to create a space that is built for the life of the homeowner, both aesthetically and functionally. It starts with a layout that has daily living in mind, with every nook and cranny meant to be used.

Attention to detail, excellent craftsmanship, timeless architecture and each home built with family in mind: these are the things that set our homes apart.



URBAN DEVELOPMENT



A key part of Granville's philosophy on sustainability lies in nurturing our city's core. We believe that contributing to revitalization efforts downtown through renewal and preservation are crucial to the cultural and economical development as a community.

Granville has developed and currently manages nine urban infill projects consisting of more than 400 units.

Awards:

- **Brio on Broadway** – 2015 San Joaquin Valley Blueprint Award Downtown Revitalization
- **Bungalow Court** – 2014 San Joaquin Valley Blueprint Award Historic District, Pacific Coast Builders Conference Gold Nugget Awards, Award of Merit for Renovated, Restored or Adaptive Re-Use Residential Project 2013
- **Crichton Place** – 2014 San Joaquin Valley Blueprint Award Downtown Revitalization
- **M Street Arts Complex** – 2014 San Joaquin Valley Blueprint Award Commercial Development, Pacific Coast Builders Conference Gold Nugget Awards, Award of Merit 2014
- **1612 Fulton Street** – 2013 San Joaquin Valley Blue Print Award of Excellence for Mixed Use Project
- **Fulton Village** – 2011 San Joaquin Valley Blue Print Award of Achievement for Mixed Use
- **330 N. Van Ness Cottages** – 2012 San Joaquin Valley Blue Print Award of Excellence for Residential Development Project
- **The Lede** – 2016 San Joaquin Valley Blue Print Award of Excellence for Downtown Revitalization - Large Jurisdiction

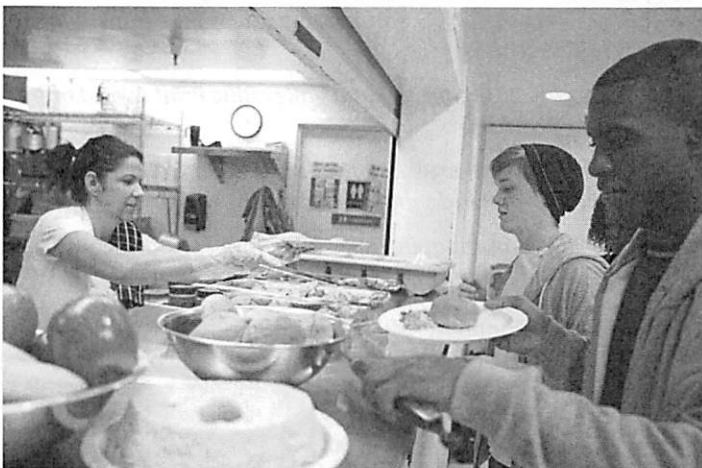
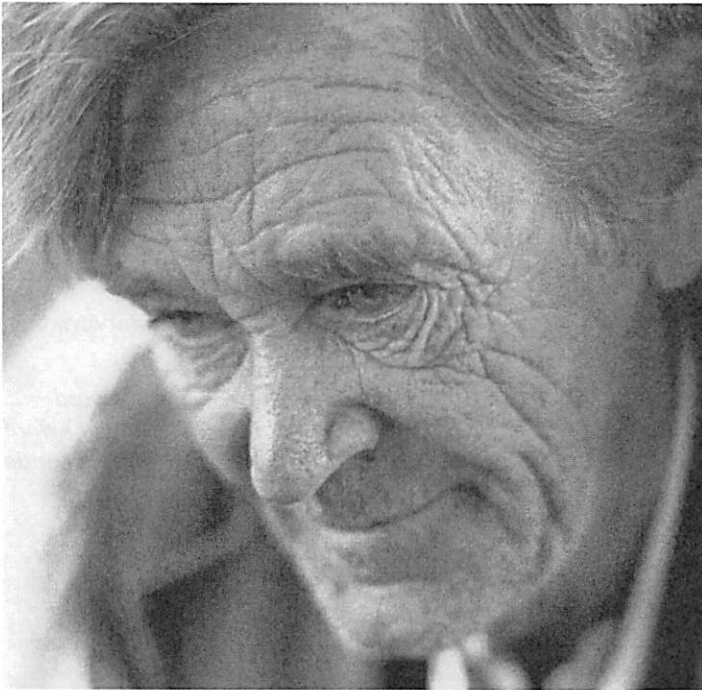
Granville Urban Development focuses on bringing a live-work-play lifestyle to Fresno. These projects have 96% residential occupancy rate and a 92% customer satisfaction rating.



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GRANVILLE
HOMES

PHILANTHROPY



The Assemi family has been deeply committed to giving back to the community for decades. Through Granville Homes, they have given millions of dollars year after year to programs and organizations in our Valley.

- **Granville Home of Hope has raised more than \$4.5 million for food, shelter, health care and education for the underserved in our community.**
- **More than \$12.1 million has been given to Alliance for Medical Outreach and Relief (AMOR), which operates a 100-bed hospital and several clinics in Afghanistan, focusing on maternal, pediatric and neonatal health care.**
- **Granville Homes has committed \$400,000 to Fresno's Valley Public Radio (KVPR) in order to fund the station's new facilities.**
- **Granville also partnered with Animal Compassion Team (ACT), committing \$174,000 to fund the Granville Animal Sanctuary. This 4,800 square foot intake building will provide for rescued animals in need of a forever home.**

Every home built by Granville is part of that greater vision for doing good in the world and on a local level.



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GRANVILLE
HOMES

GREEN PRACTICES



Using cutting-edge technologies and environmentally sound building techniques, Granville Homes is proud to offer Granville Eco-Smart homes, the first of its kind in the San Joaquin Valley. Granville Eco-Smart homes are up to 30% more efficient than other new homes and not only provide savings to our homeowners in energy and water use, but also minimize our impact on our Valley's precious resources.

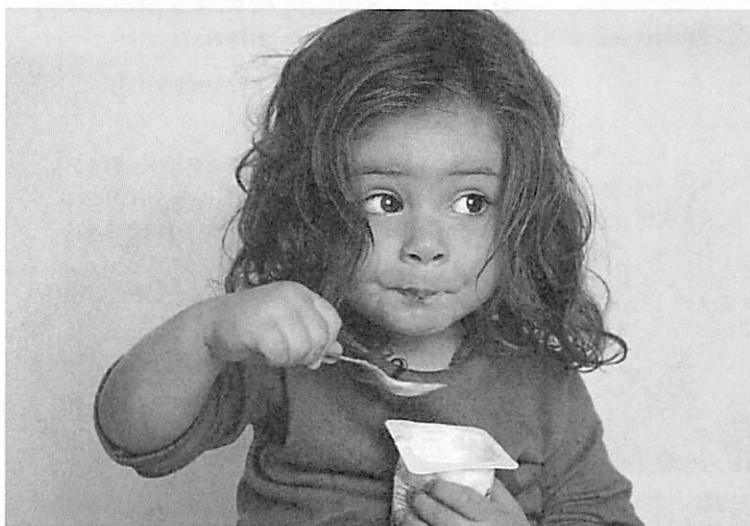
These are some of the features included in Granville Eco-Smart homes:

- **Highly advanced wall system with 2x6 studs and a rating of R24.5 providing up to 60% more insulation**
- **Revolutionary roof system with Cool-Roof technology**
- **Reduced attic space and air ducts buried in insulation, which reduces air conditioning costs by up to 30%**
- **Tankless water heaters**
- **Blown-in insulation**
- **Steel-reinforced concrete foundations**
- **Low-water usage landscaping, and much more.**

In addition to Granville Eco-Smart, we also offer environmentally friendly options for our homes, such as an affordable solar program. We also strive to ensure all of our building techniques have minimal impact on our world and have instituted programs like our construction site recycling and reuse program. Currently, we recycle between 80% and 90% of our leftover construction materials.



— GRANVILLE HOME OF HOPE —



GRANVILLE
HOME of HOPE

Each year, Granville and our trade partners build and donate a new home to be raffled off. Since the program was founded, 100% of the proceeds have benefitted the underserved in our community by providing:

- **More than \$4.5 million raised since 2006**
- **More than 7.5 million meals for hungry families.**
- **Clothing and coats for more than 11,713 children.**
- **Bereavement support/hospice services for 3,700 people.**
- **360 student scholarships and 300 classroom grants.**

This program supports Poverello House, Community Food Bank, Hinds Hospice, Assistance League, Fresno State's Renaissance Scholars Program, and the Foundations for Clovis and Sanger Schools, Fresno Police Chaplaincy and EPU Children's Center.

The Granville Home of Hope provides the opportunity to bring the Central Valley community together to support these nonprofits and their programs, and makes a huge impact in the lives of many.



HEALTH CARE



CHSU CALIFORNIA
HEALTH SCIENCES
UNIVERSITY

Health, both locally and globally, is a major priority for Granville.

In the greater Fresno community, Granville promotes healthier living through its support of multiple community-based organizations that provide hygiene kits, health care for the homeless and health education.

To respond to a shortage of health-care workers in the Valley, the Assemi family spearheaded a health-sciences university, which offers a post-graduate pharmacy college.

- **Currently 172 students enrolled.**
- **Inagural class is set to matriculate in 2018.**
- **Announced plans to open a College of Osteopathic Medicine in 2019, the first and only medical school in the Central Valley.**
- **Future plans include up to five additional post-graduate health specialty areas.**



AMOR
Alliance for Medical Outreach & Relief

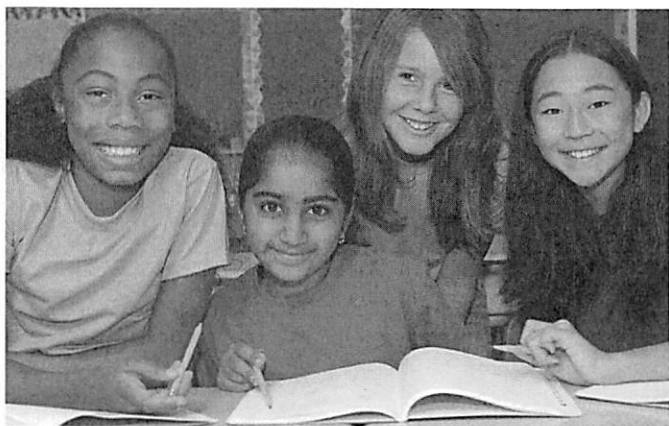
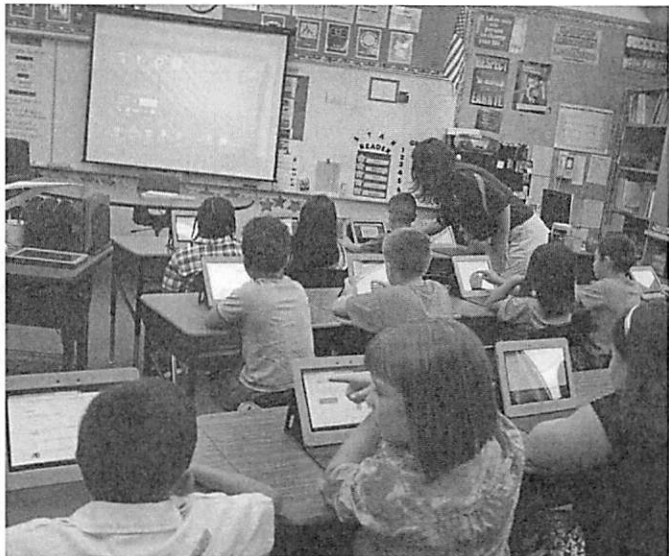
The Assemi family has made a major impact with Alliance for Medical Outreach and Relief (AMOR), initially established to fill a void in health care in Afghanistan.

AMOR focuses on infants, children and their mothers through care provided by Afshar Hospital in Kabul, in a nation with some of the gravest health statistics and highest mortality rates for infants and children anywhere in the world.

- **Assemi family donated \$12.1 million to AMOR.**
- **Opened Afshar Hospital in April 2009.**
- **This 100-bed hospital now sees close to 61,000 patients annually.**
- **Currently planning to open a clinic in the West Side of the Central Valley, as well as other regions in need around the globe.**



EDUCATION



Through education we gain economic prosperity, safer cities and thriving communities. With this in mind, Granville makes it a point to give generously to educational causes, and to donate time and resources whenever possible.

For the past nine years, Granville has donated hundreds of bicycles to the Books for Bikes program at the Boys and Girls Clubs of the Central Valley, which rewards the top readers at each club.

Of the more than \$4.5 million raised by Granville Home of Hope, over \$1 million has gone to educational programs.

Every year, the company's contributions to education grow with the hope that young minds that are nurtured now will make a greater impact in the future.

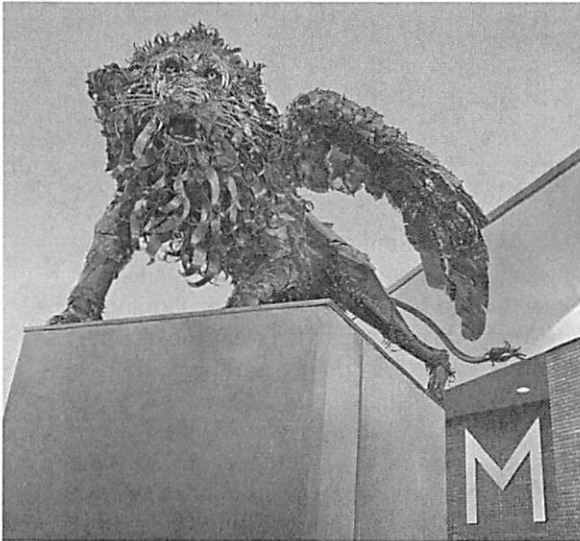
- **Granville donated \$100,000 to fund the Talk Read Sing campaign in Fresno, a community-wide effort aimed at closing the "word gap" – a difference of about 30 million words that children in high income families hear from parents and caregivers by their 4th birthday, compared to those in low-income families.**

TALKING IS TEACHING
80% OF A CHILD'S BRAIN IS FORMED BY AGE 3.

**TALK
READ
SING**



THE ARTS



Providing support and a nurturing environment for the arts helps raise the quality of life for everyone in our community, creating more prospects for success. Granville is committed to providing canvases throughout Fresno for art to shine, enriching life for us all. That commitment is shown in many ways, both large and small.

- **M Street Arts Complex** – The renovation of the building that is now M Street Arts Complex was a collaboration with local artists. In addition to offering leases on private studios and gallery space, a ground-breaking partnership between M Street Arts Complex and California State University, Fresno, provides a venue for students in the university's Fine Arts Masters program to work alongside professional artists.
- **Spark!** – Granville committed \$100,000 as a founding sponsor to help Fresno County Office of Education launch Spark!, an Arts Business Coalition initiative to expand arts education throughout Fresno County.
- **Murals** have been incorporated into several of our Downtown projects, painting a bold canvas of public art in the Mural District.

These few things are only the beginning of Granville's support of the arts. Here are some more organizations and events we have given to over the years:

- | | | |
|------------------------------|------------------------------|---------------------------------|
| • Fresno Art Museum | • Valley Public Radio | • Youth Orchestra Fresno |
| • Creative Fresno | • Valley Public TV | • Arte Americas |
| • Fresno Arts Council | | |

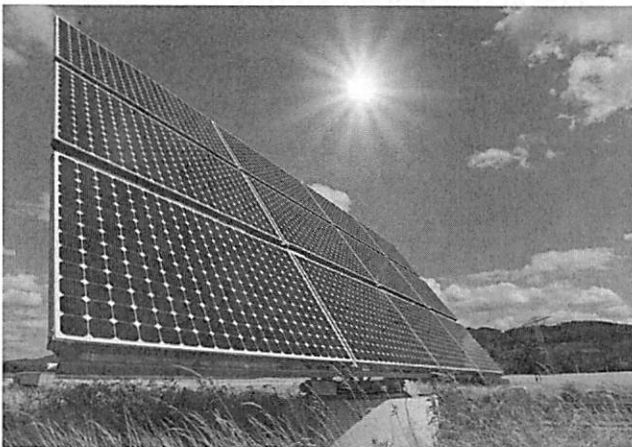


FARMING & SOLAR



Beyond building communities in the Valley, the Assemi family also helps feed our community through Maricopa Orchards. Since the late 1980s, they have been farming in the Central Valley. Maricopa is also creating clean jobs for the San Joaquin Valley through a solar complex on fallowed farmland.

Almonds, pistachios, blueberries, cherries, citrus, walnuts, and raisins are the main crops grown along with row crops that can vary from year to year. These healthy foods are shipped both domestically and internationally.



Maricopa Sun Solar Complex – converted farmland that had been fallowed for a number of years due to inadequate water supplies into a 20-megawatt photovoltaic solar system. The project furthers the State's long-term renewable energy objectives.

- **This is the first of several projects to be constructed in Maricopa Sun's 6000-acre solar complex.**
- **Gov. Jerry Brown complimented the project as a "model for other solar projects in the Central Valley."**



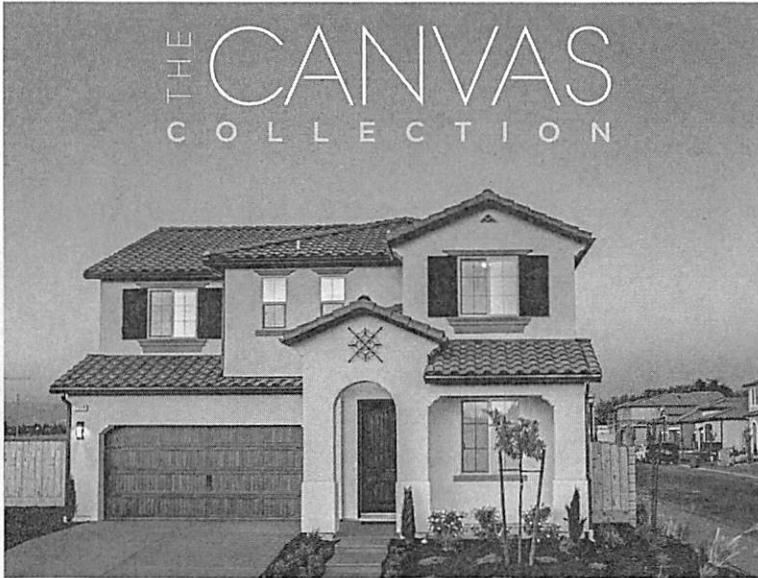
The background of the entire page is a black and white photograph of a rugged mountain landscape. In the foreground, there are steep, rocky cliffs with visible geological strata. A small evergreen tree stands on a rocky outcrop to the left. In the distance, more forested mountain peaks are visible under a sky filled with dramatic, heavy clouds. The Granville Homes logo is centered in the upper portion of the image.

GRANVILLE
HOMES

2016

YEAR IN REVIEW

NEW RELEASES



The Canvas Collection

A labor of love two years in the making, The Canvas Collection is Granville's newest line of homes offered at our Belterra community. These homes were designed for those looking for a more affordable, compact home without sacrificing the quality and technology Granville is known for.



Granville Estates Showcase Home

Granville Estates opened its first semi-custom showcase home at The Links. This Residence 3 home is one of three semi-custom plans that are available at the Granville Estates communities, which include The Links, Ventana Hills and Whisper Creek.



New Models at La Ventana

La Ventana's newest model center opened in February, featuring the popular Bijou and Tresor models.

Molly Introduced at Copper River Ranch

Granville's newest single-story plan, which boasts a standard 3-car garage, sparked plenty of interest in 2016.



NEW RELEASES

GVWIRE

In August, Granville launched GV Wire, a news site created to share stories about the people, politics and policies of the Central Valley that may otherwise fall through the cracks. With new editorial and videos being added daily, GVWire.com keeps you up to date on the Valley news you need to know.



California Health Sciences University Announces New Medical School

Founded by the Assemi Family in 2012, CHSU announced their intention to open a medical school as soon as fall 2019. In addition to the university's existing College of Pharmacy, the proposed College of Osteopathic Medicine will further CHSU's goal of improving the health and lives of the people of our community by addressing the physician shortage in the Central Valley.



The Lede Grand Opening

The latest in Granville's downtown revitalization efforts, The Lede is a contemporary mixed-use project that features eco-friendly design with a sleek, modernistic style.

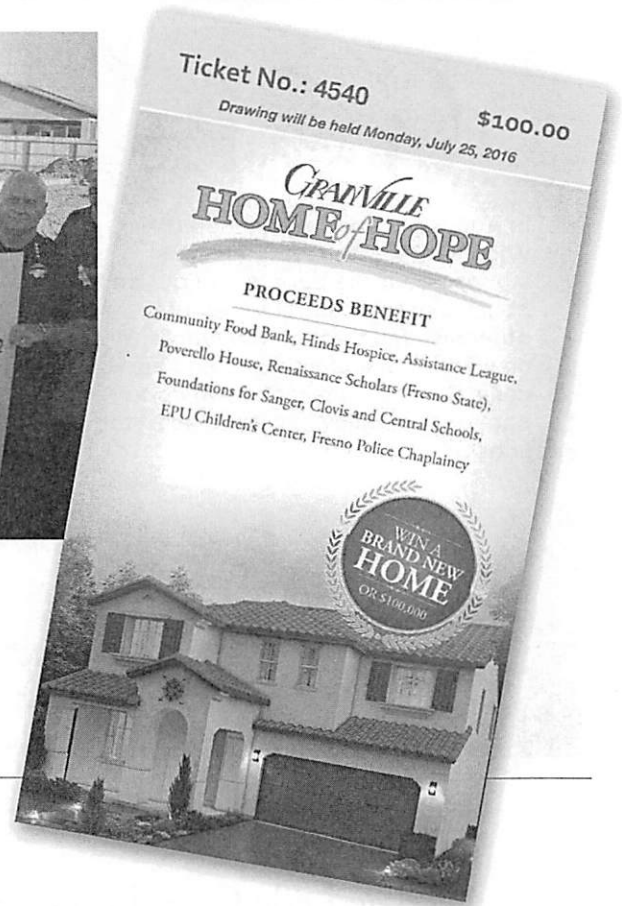


COMMUNITY OUTREACH



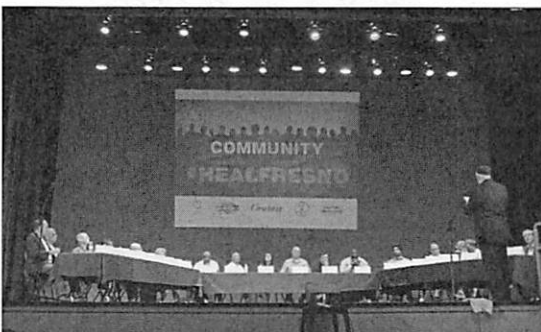
Granville Home of Hope

Each year, Granville Homes raffles off a brand new home, with every penny of the proceeds going to help local nonprofits. With the help of Fresno Lexus, KSEE24 and many other generous partners, the Granville Home of Hope raised \$452,200 in 2016. This brings the total amount raised since the program began in 2006 to more than \$4 million.



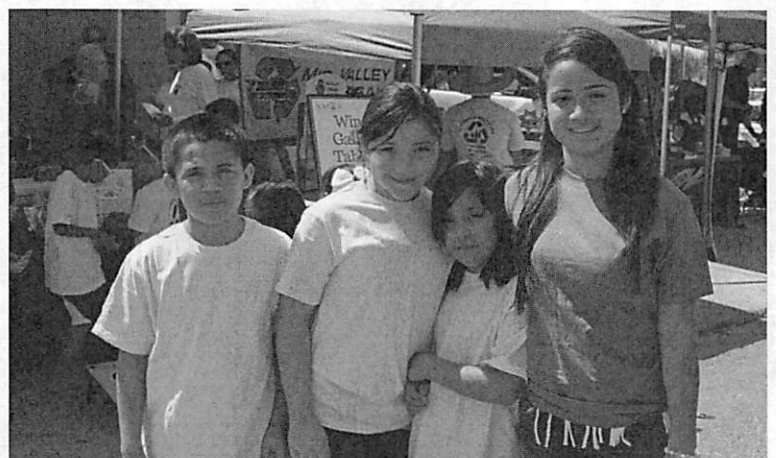
Healing Our Community

Granville co-sponsored this round table discussion, which featured more than twenty respected community and faith leaders discussing social issues in a show of solidarity. The first in a series, look for more Healing Our Community events in the coming year.



Alliance for Medical Outreach and Relief (AMOR)

Granville has proudly supported AMOR since its inception in 2008. From their work in Afghanistan to their Wellness & Enrichment Center in Mendota, AMOR is dedicated to providing access to quality, affordable health care and health education in areas of concentrated poverty around the world.

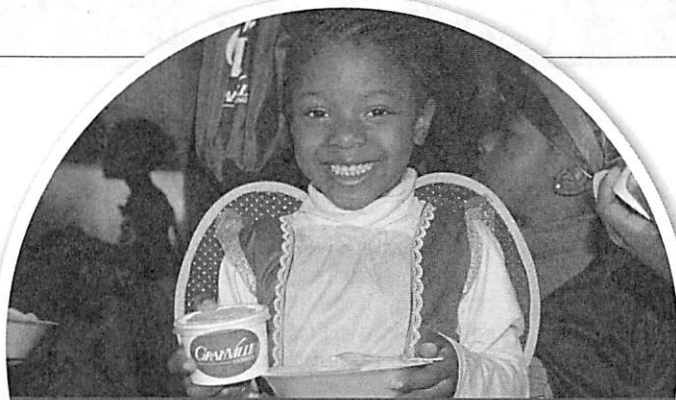


COMMUNITY OUTREACH



Books for Bikes

For the last nine years, Granville Homes has partnered with the Boys & Girls Club to promote literacy and education for our youth in the Valley. 250 new bikes, along with new locks and helmets, were given away to the clubs' top readers this year. We would also like to extend our gratitude to Rubber Soul Bicycles, who generously volunteer to assemble the bikes each year.

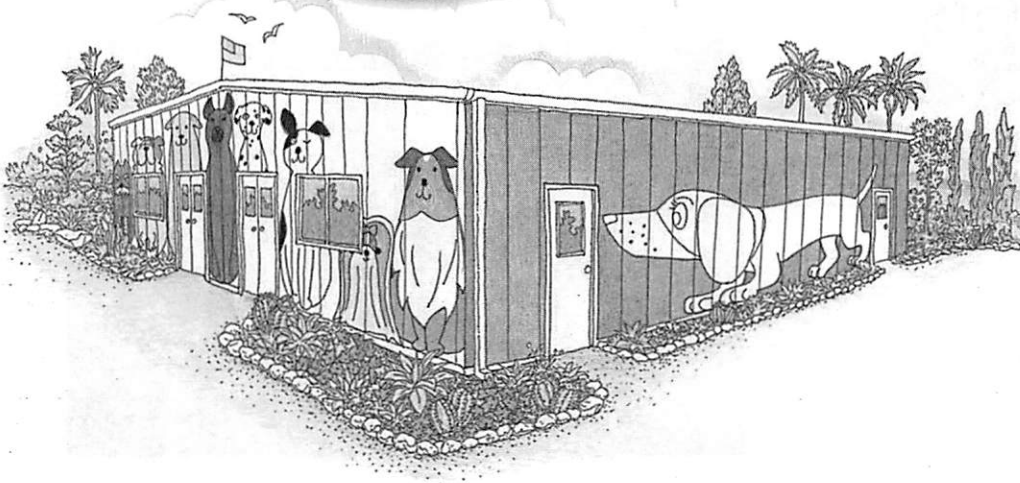


Ice Cream & Backpack Giveaway

Granville Homes partnered with Ampersand Ice Cream to make Halloween a little sweeter for low income students in Southwest Fresno. Each child received ice cream as well as a Granville backpack.

Grand Opening of The Granville Homes Animal Refuge

To meet the growing needs of our homeless furry friends, Granville Homes matched funds raised by Animal Compassion Team (ACT) to open the Granville Homes Animal Refuge. This new 4,800 sq. ft. facility will allow ACT to continue the amazing work they're doing to help needy animals in our community.



EVENTS



Concert in the Park *at Copper River Ranch*

A Granville tradition, Concert in the Park is a gathering of Granville homeowners that features live music, food, entertainers, vendors, and carnival games for the kids. We're looking forward to hosting more Concerts in the Park in 2017!



Off The Front Omnium *at Ventana Hills*

For the third year, bicycle enthusiasts converged on the Granville Estates semi-custom community, Ventana Hills, for two legs of the annual Off The Front Omnium bike race. The races followed a course along the 1.9 miles of private roads that wind through scenic, rolling hills.



Photos with Santa

Each December, our homeowners are invited to bring their family to select Granville model centers for free holiday treats and family photos with the season's biggest celebrities, Mr. and Mrs. Claus.

ArtHop at M Street

On the first Thursday of each month, the resident artists at Granville's M Street Arts Complex open their studio doors for an intimate look at their latest work. Visit mstreetarts.com for information about the artists, available studios and upcoming events at the complex.



AWARDS



The Fresno Bee's
**PEOPLE'S
 CHOICE**
Awards
 2016

The Fresno Bee's
People's Choice Awards 2016
First place: Best New Homebuilder
First place: Best Place to Work

2016
BEST OF
 CENTRAL VALLEY
BUSINESS
THE BUSINESS JOURNAL

The Business Journal's
Best of Central Valley Business Awards 2016
First place: Best Home Builder
First place: Best Business Supporting Local Charities

Best of
CLOVIS
 ★ ★ ★ ★ ★

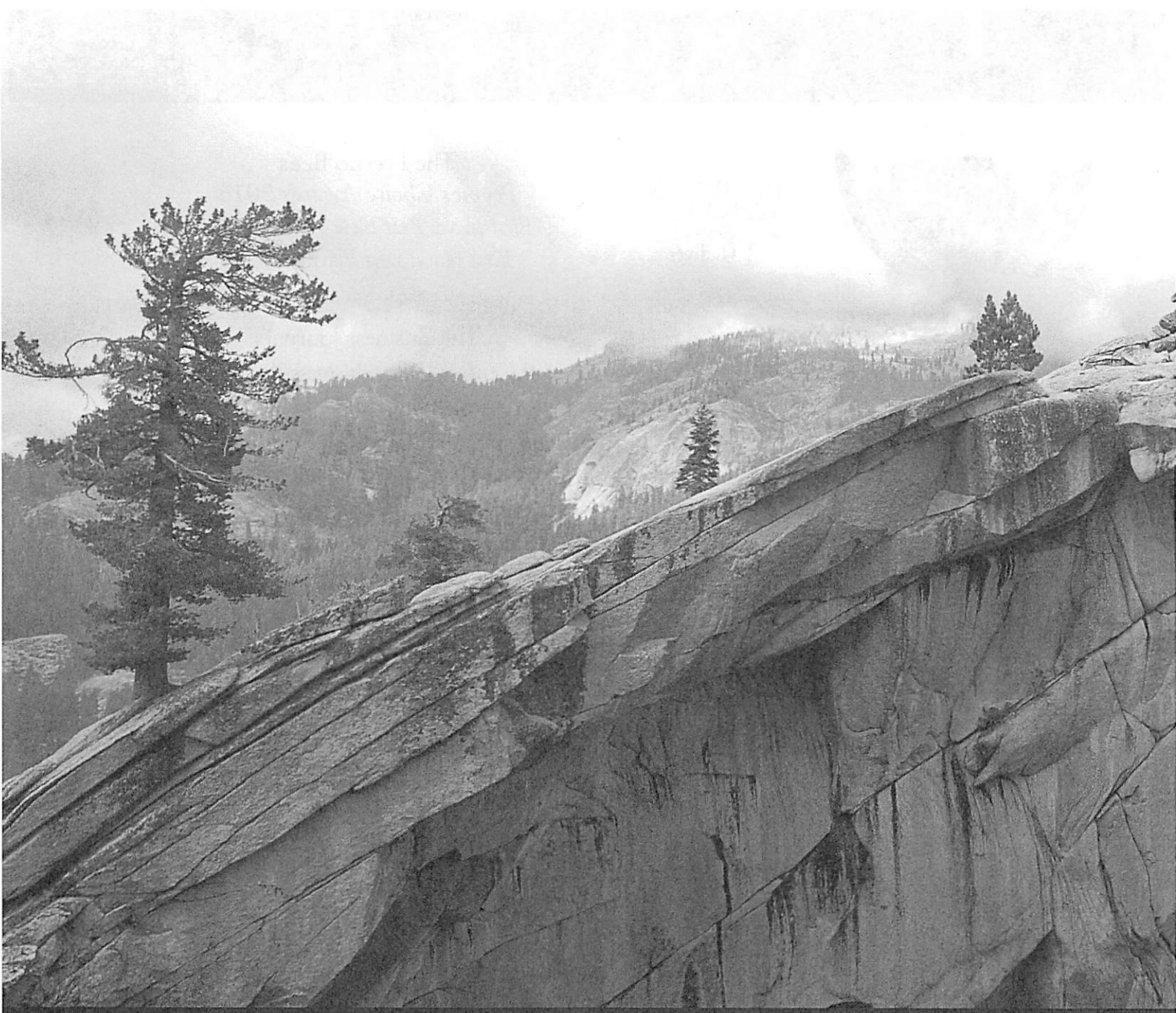
The Fresno Bee's
Best of Clovis Awards 2016
First place: Best New Homebuilder

COMING IN 2017

- ▶ Granville Homes
 40th Anniversary Celebration
- ▶ Deauville East
 New community opening in Clovis
- ▶ Granville Home of Hope
 Grand prize drawing on May 3, 2017
- ▶ Canvas at Belterra
 New gated community
- ▶ New Phase at La Ventana
- ▶ Canvas at Copper
 New gated neighborhood of Canvas Collection
 homes at Copper River Ranch

Plus many more community outreach events and
 surprise announcements throughout the year!





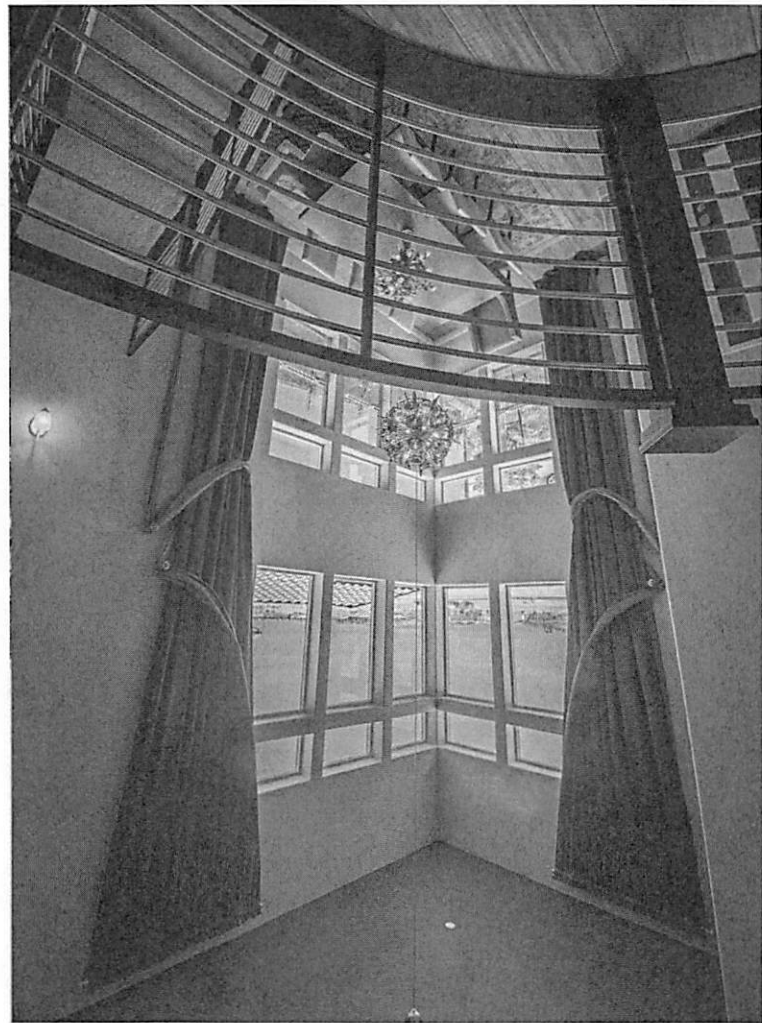
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HOMES

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GRANVILLE
HOMES
TRADITIONAL PLANS



*Design timeless architecture, offer
unmatched service, create healthier
lifestyle neighborhoods, be stewards
of our land and provide for those less
fortunate.*

This is what we do.



TRADITIONAL FLOOR PLANS

PASATIEMPO

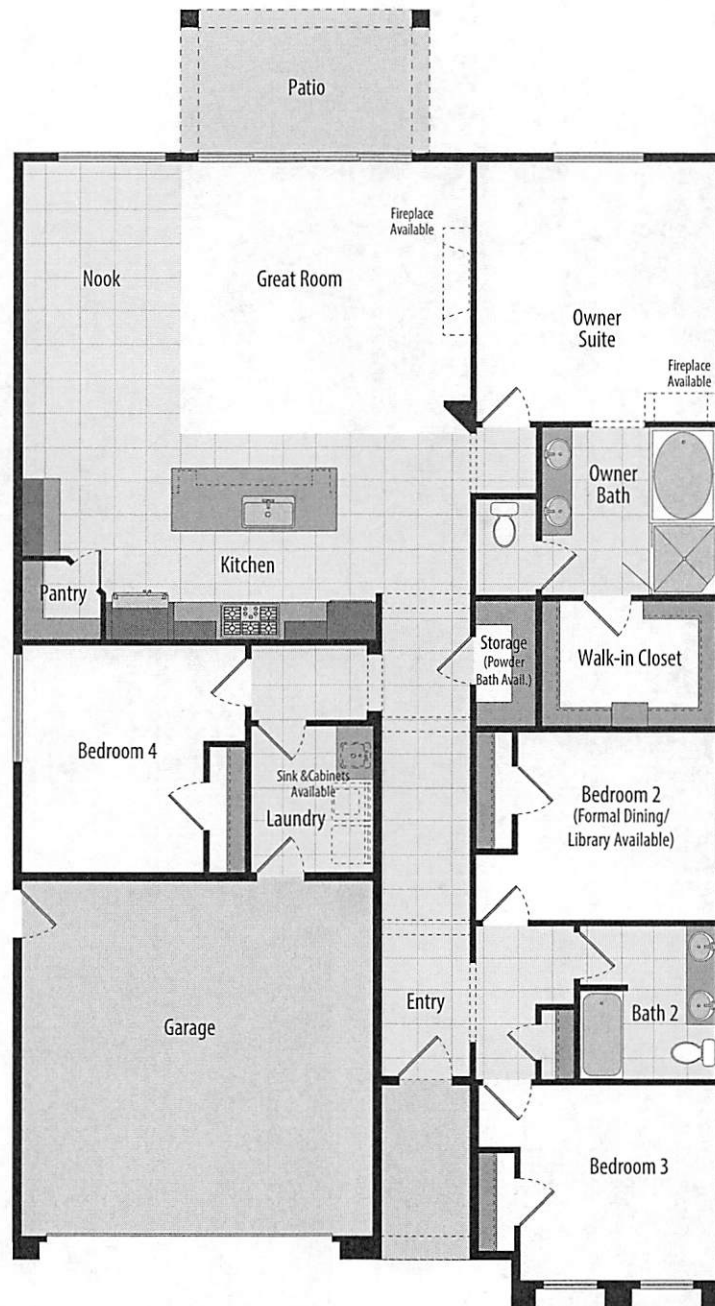


PASATIEMPO

2,032 Sq. Ft. | 3-4 Bedrooms | 2-2.5 Bathrooms | 2-3 Car Garage

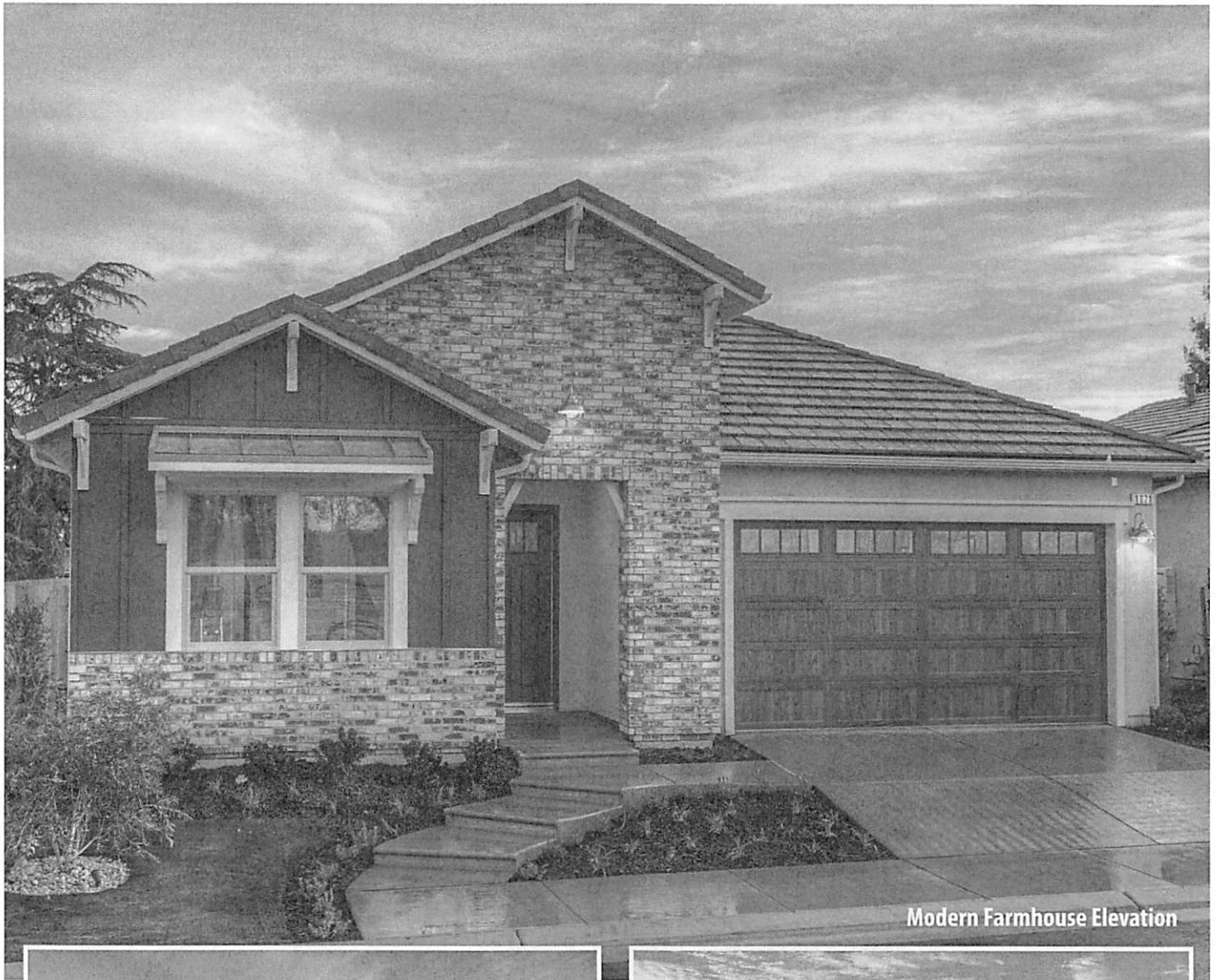
OPTIONS:

Library | Formal Dining Room | Third Garage



TRADITIONAL FLOOR PLANS

BIJOU



Modern Farmhouse Elevation



Spanish Elevation



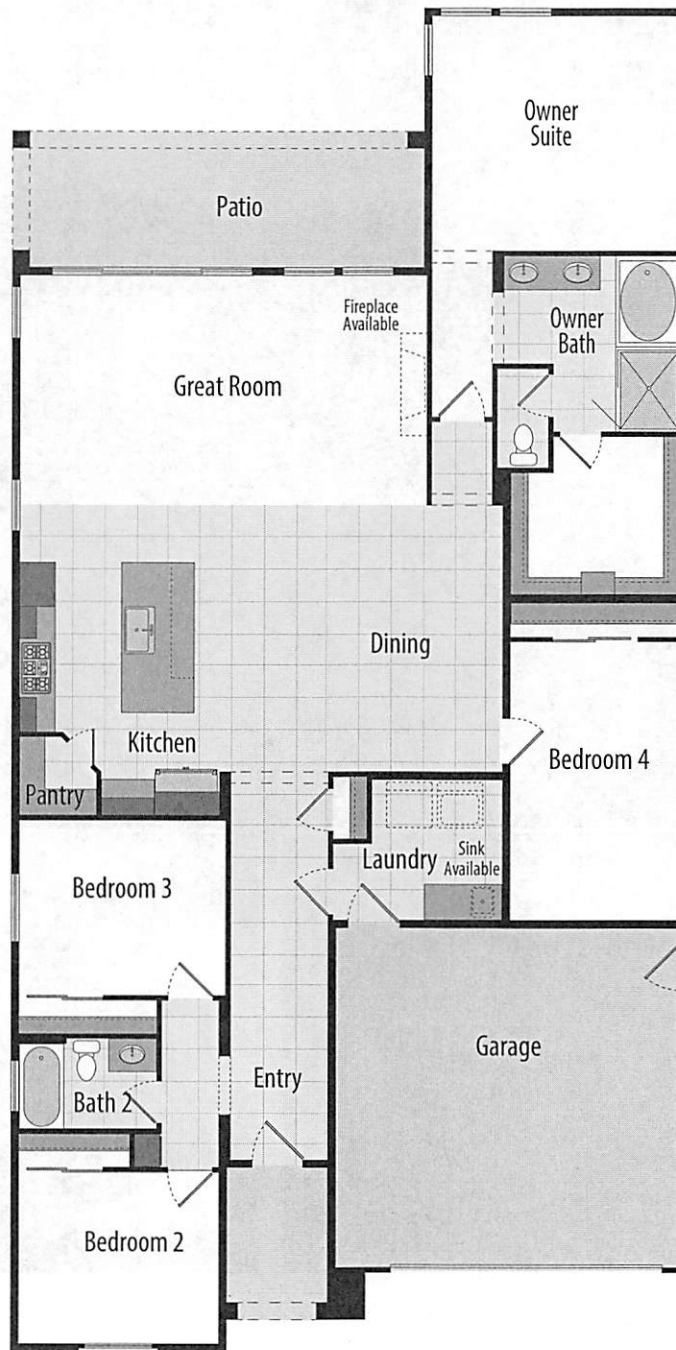
Mediterranean Elevation

BIJOU

2,207 Sq. Ft. | 3-4 Bedrooms | 2-3 Bathrooms | 2-4 Car Garage

OPTIONS:

Library | Guest Suite | Activity Room | Fourth Bedroom
Extended Utility Room & Extended Walk-in Closet | Extended Fourth Garage



TRADITIONAL FLOOR PLANS

MOLLY



Spanish Elevation with stone



Spanish Elevation

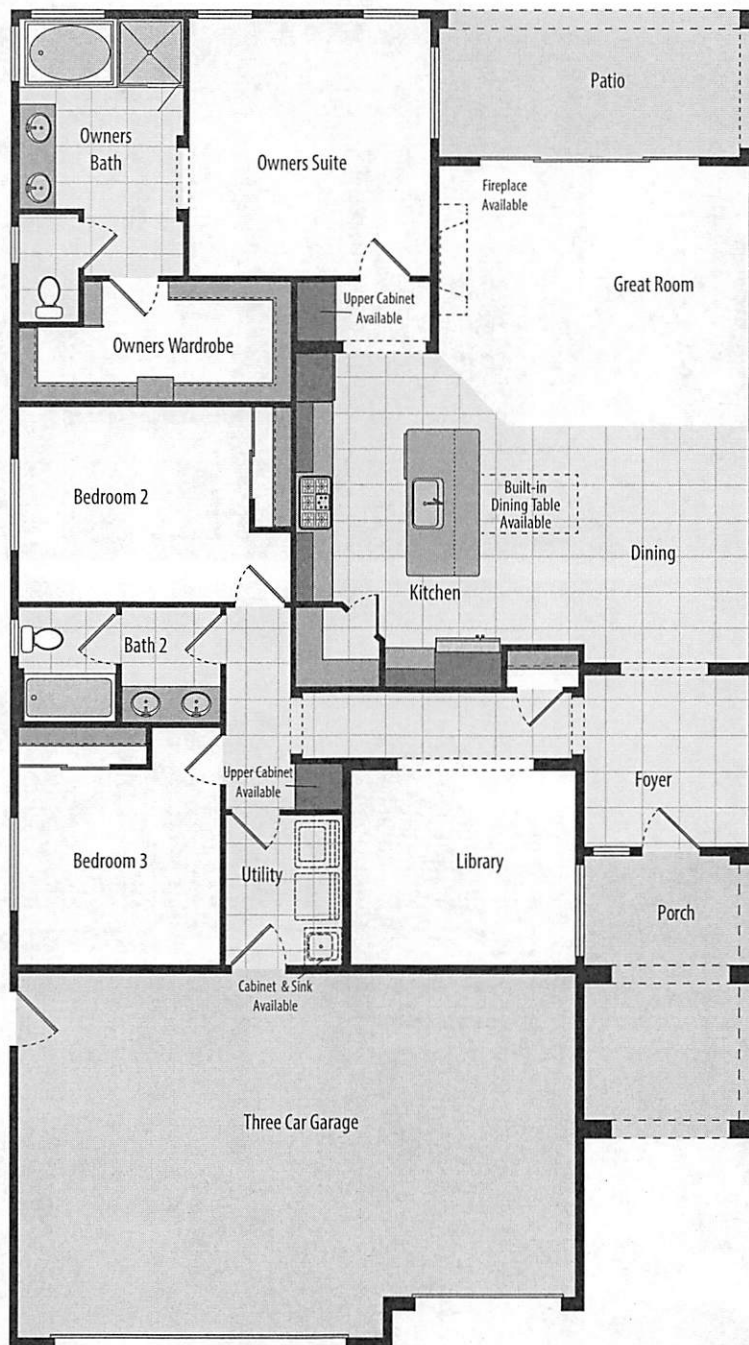


MOLLY

1,935 Sq. Ft. | 3-4 Bedrooms | 2 Bathrooms | 3 Car Garage

OPTIONS:

Fourth Bedroom at Library | Built-In Dining Room Table



TRADITIONAL FLOOR PLANS

BELLA

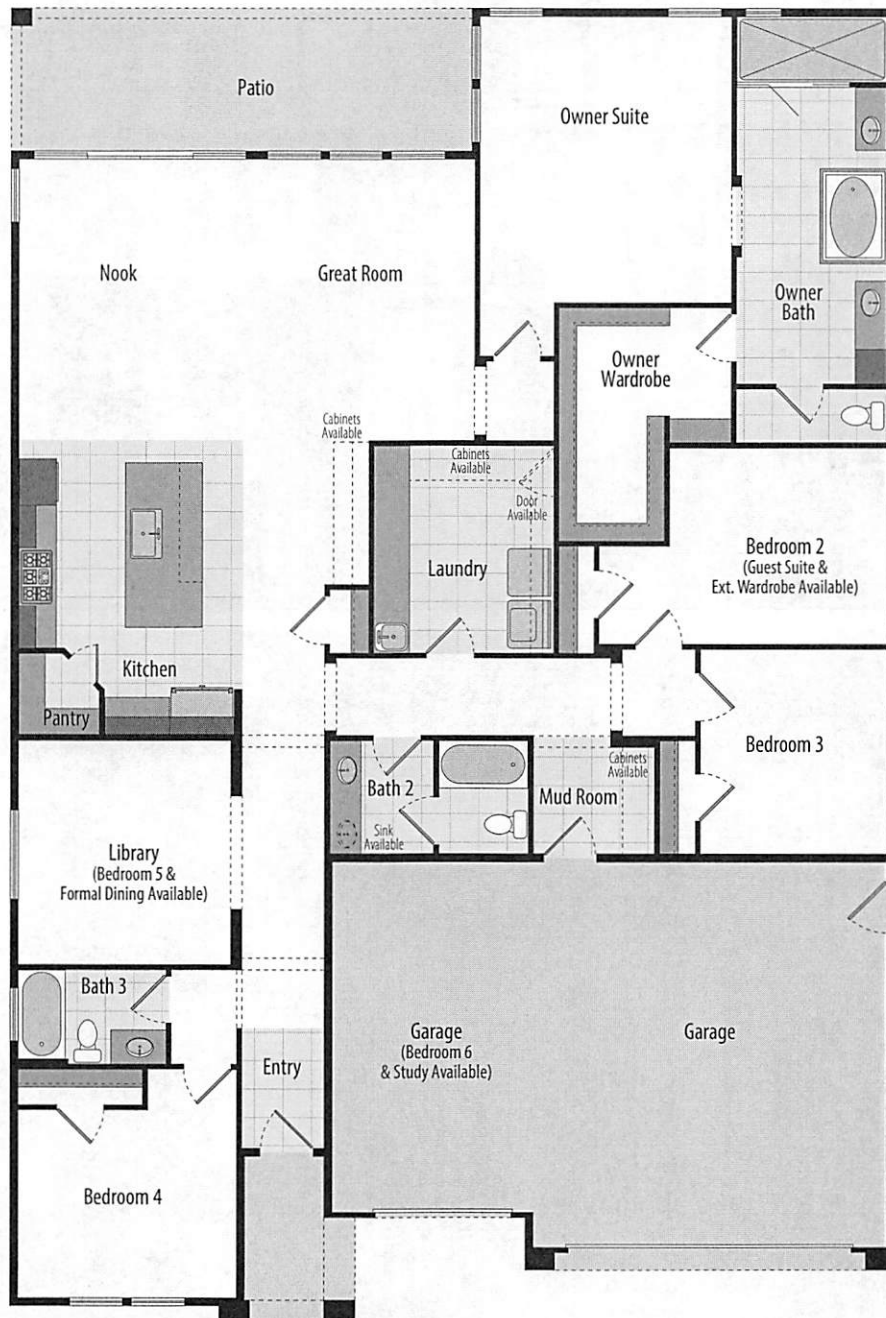


BELLA

2,600- 2,830 Sq. Ft. | 4-6 Bedrooms | 3 Bathrooms | 2-3 Car Garage

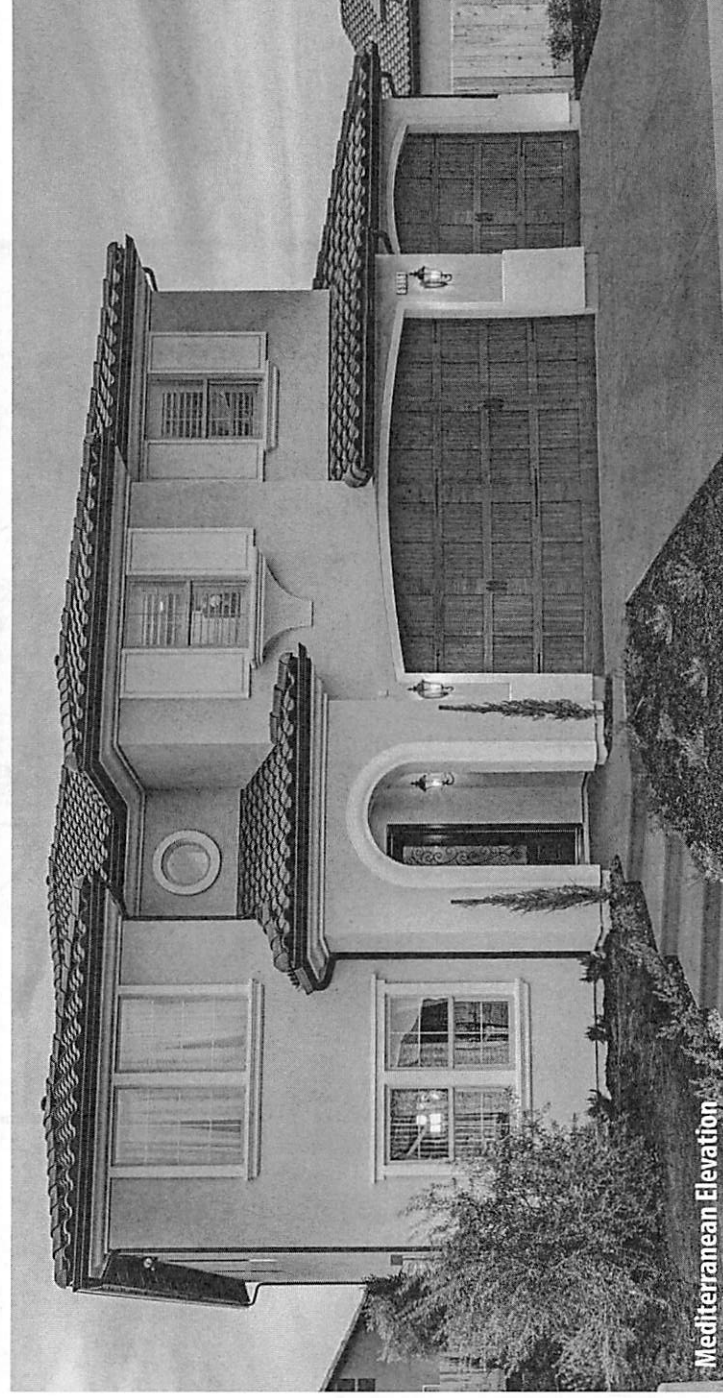
OPTIONS:

Fifth and Sixth Bedroom | Extended Master Closet | Study
Formal Dining Room



TRADITIONAL FLOOR PLANS

TRESOR



TRESOR

3,104 Sq. Ft. | 4-5 Bedrooms | 3.5-4.5 Bathrooms | 2-3 Car Garage

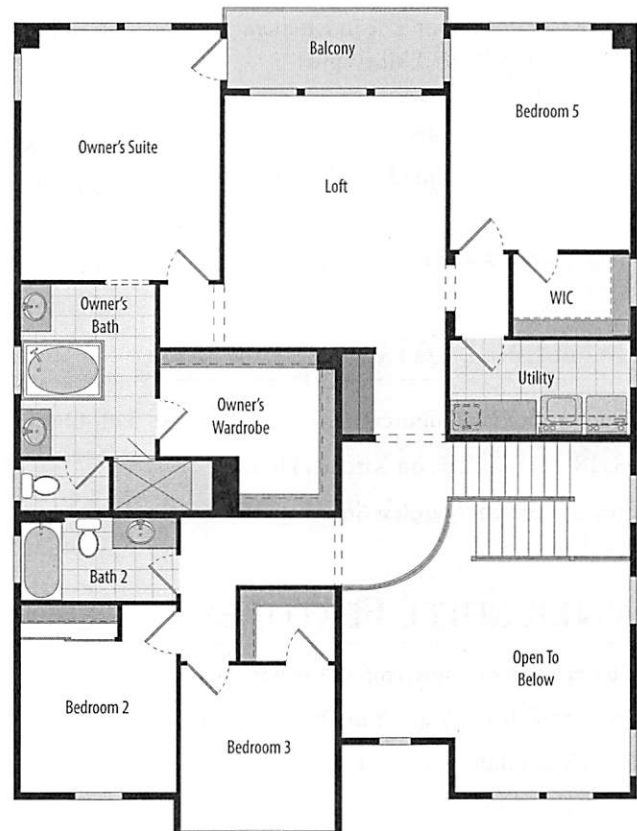
OPTIONS:

Library | Fifth Bedroom Suite | Extended Patio/ Balcony | Third Garage

First Floor



Second Floor



INCLUDED FEATURES

EXTERIOR FEATURES

- Covered Rear Patio
- Efficient Fluorescent Carriage Lights
- Zoned Front Yard Landscape with Sprinkler System
- 2 x 6 Wall Framing with Foam Wrap Exteriors for Added Insulation Value
- Rain Gutter with Down Spouts
- Synthetic Turf in Front Yards
- Gas Line to Patio for BBQ
- 8' Fiberglass Raised Panel Front Door
- Cool Roof Concrete Tile Roof
- Steel Reinforced Concrete Foundation
- Extended Overhangs
- Exterior Electrical Plugs
- Tankless Water Heater with Continuous Hot Water
- Blown-In Wall Insulation
- Reduced Attic Volume
- Low E Windows
- Ducts Buried in Insulation
- Solar Sync Auto-Adjusting Irrigation System
- Keyless Entry at the Front Door

INTERIOR FEATURES

- Cat 5 Wiring with Distribution Panel
- Quartz Vanity Counters in Baths
- 18x18 Ceramic Floor Tile in Kitchen, Nook, Entry, Baths, Utility and Owner's Bath*
- Elongated Bowl Toilets
- Oversized 5¼" Sculpted Baseboards
- 8' Interior Doors
- Hand textured wall finish at open areas
- Ceiling Fan with Light In Great Room
- Power Outlets with USB Ports in Kitchen
- Wood Railing on Two-Story Plans
- Bedrooms Pre-Wired for Ceiling Fans
- Volume Ceilings
- Brushed Nickel Lighting & Plumbing Fixtures
- Roomier Hallways
- Tiled shower walls at bath 2
- Cabinets over washer/dryer
- Wider Doorways
- Fire Sprinklers
- Brushed Nickel Door Hardware
- Low-VOC Paint
- Phone Outlet in Kitchen
- Phone outlet and Complete Connect outlet in Great Room (data, cable and Cat 5)
- Automated Thermostat
- Pendant lights at kitchen islands
- Tile at high traffic areas

KITCHEN FEATURES

- Granite Kitchen Counters
- 18x18 Ceramic Tile on Kitchen Floors
- Energy-Efficient Stainless Steel Appliances
- Pull-Out Kitchen Faucet w/Spray Feature
- Walk-in Pantry – per plan
- 6" Can Lights
- Decorative Stainless Steel Range Hood
- Attractive Beechwood Cabinets with Brushed Nickel Knobs

OWNER SUITE FEATURES

- Quartz Vanity Countertop in Owner's Bath
- Separate Tub and Shower in Owner's Bath
- 18 x 18 Ceramic Tile Flooring
- Pre-Wired for Ceiling Fan
- Tiled Shower Walls

GARAGE FEATURES

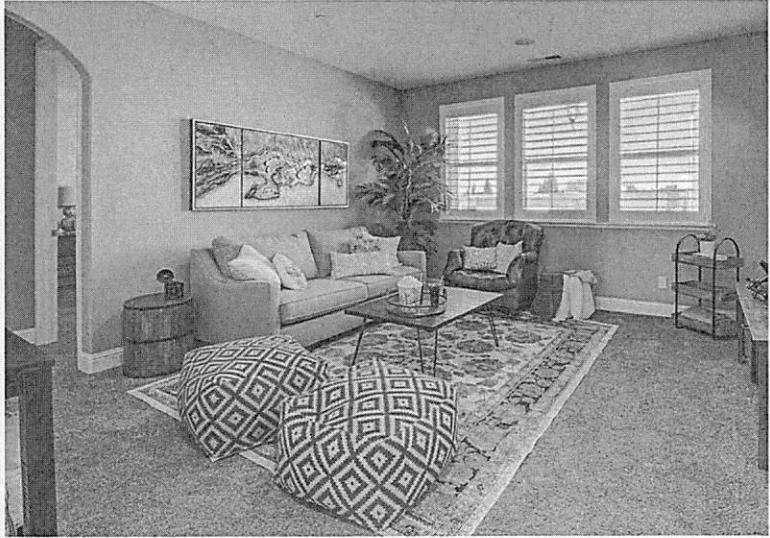
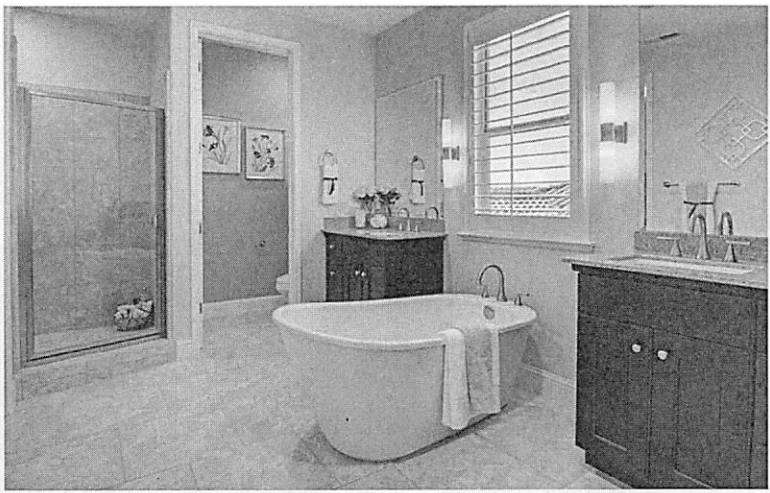
- Insulated Garage Doors – for a more comfortable interior environment
- Wood-Toned Carriage Style Garage Door
- Garage Walls Sheet Rocked and Taped
- Steel Reinforced Backing on Garage Door
- Garage Door Opener

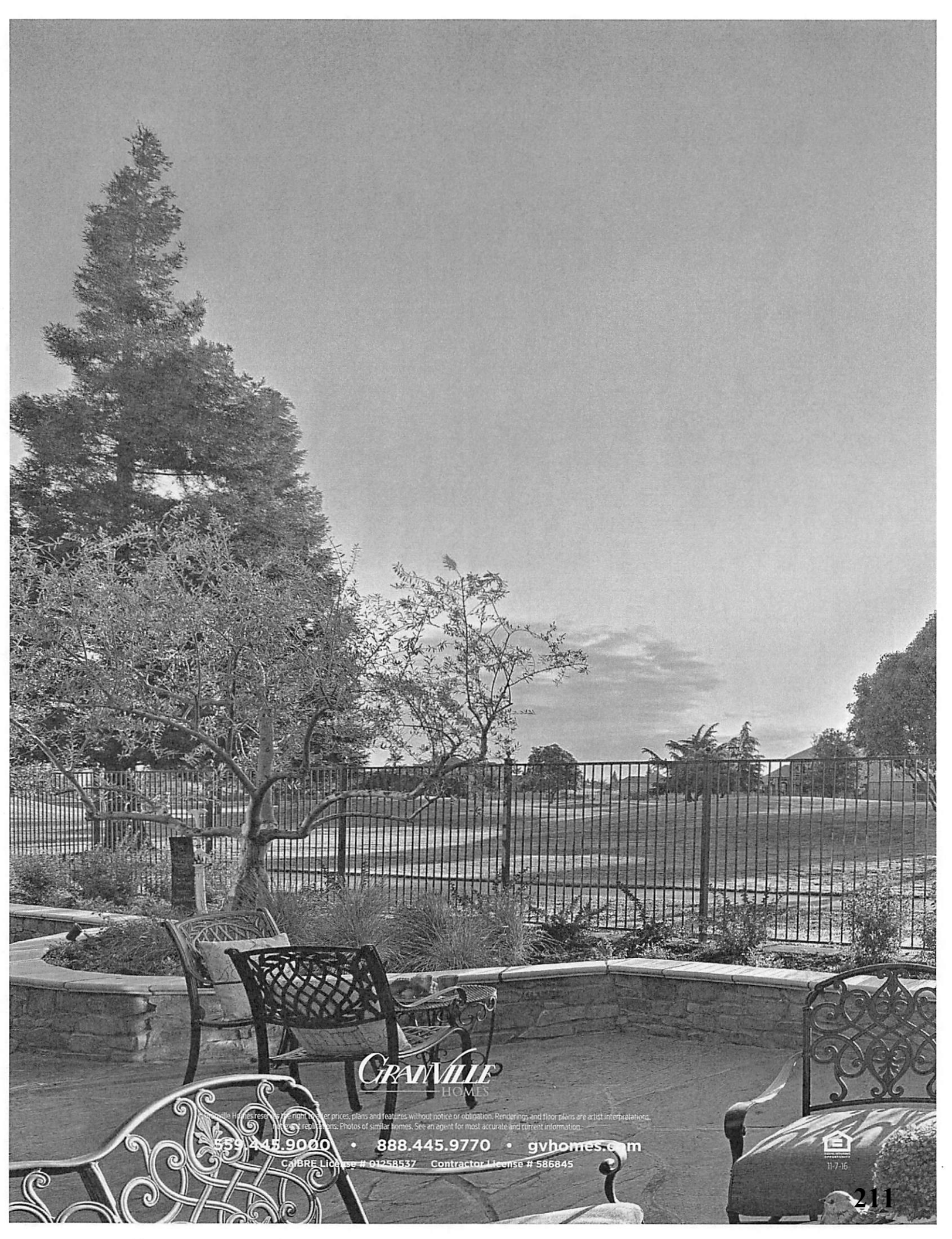
UTILITY ROOM FEATURES

- 110 cfm Ultra-Quiet Exhaust Fan
- Provisions for Electric Dryer with Space Saving Dryer Box

* NOOK OPTIONAL IN BIJOU & BELLA

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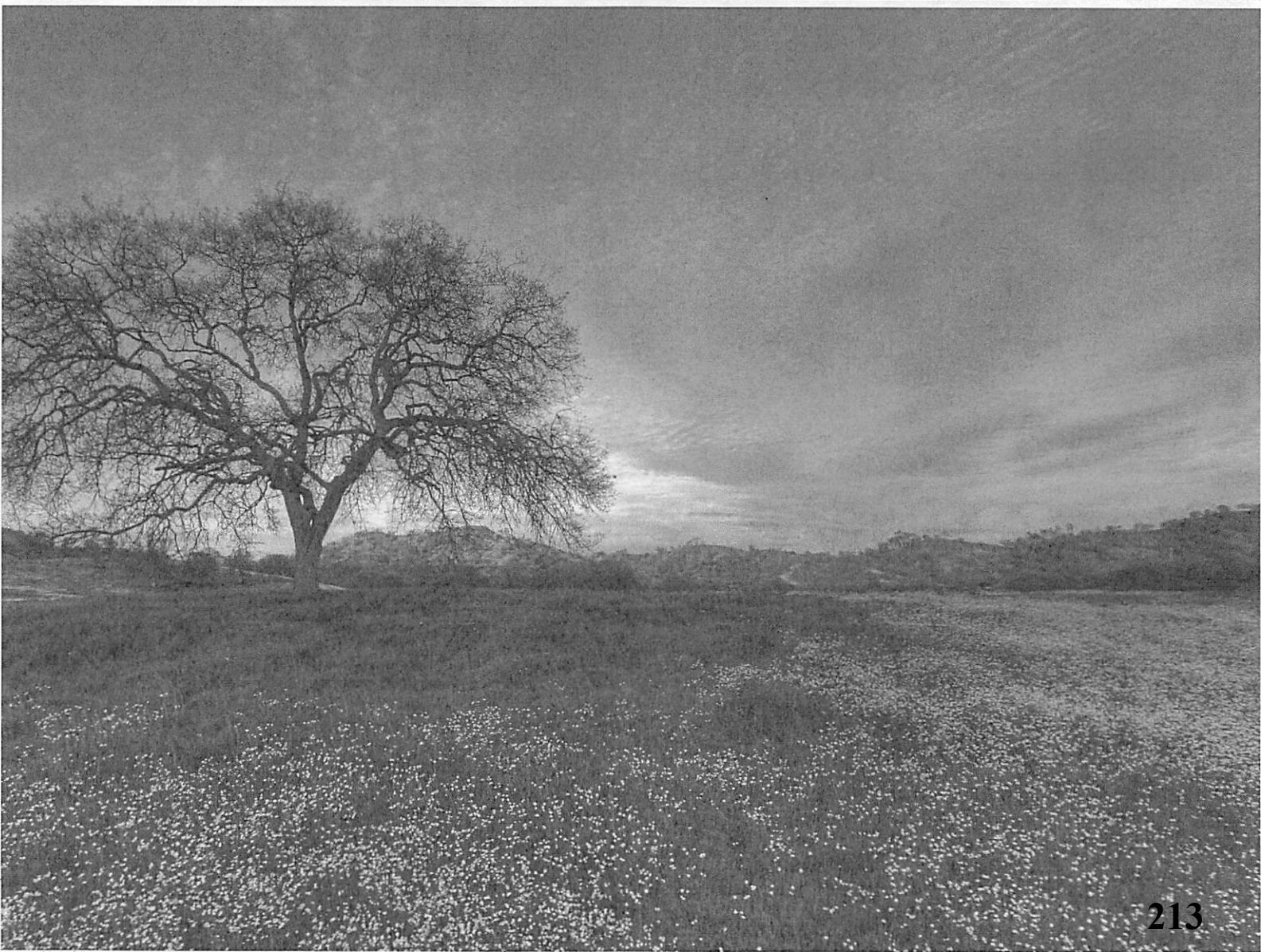
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CRANVILLE

• E S T A T E S •

SEMI-CUSTOM HOMES







WHISPER CREEK

Tucked away in the heart of Clovis, Whisper Creek is a brand-new, exclusive community of luxury estates. Each unique home is situated on at least $\frac{3}{4}$ of an acre, creating elegance on an unmistakable scale, and the expansive lots are only the beginning.

You'll partner with our interior design team to choose your dream luxury finishes, flooring, gourmet kitchen appliances and much more. Your options here truly abound. This enclave is the perfect setting for a home that feels worlds away yet is minutes to shops, restaurants and award-winning Clovis Unified schools. You'll revel in the best life has to offer.



The Links

— at —

COPPER RIVER R A N C H

With gorgeous views of the prestigious Copper River Golf Course, The Links offers lots with some of the most coveted real estate in the Central Valley. Enjoy scenic surroundings, world-class amenities and finely crafted residences in this luxurious community.

Copper River Country Club is the centerpiece of this master-planned community, which provides a challenging championship 18-hole, par-72 golf course, a complete tennis center, fitness facility, pool pavilion, and all the amenities you would expect from a five-star country club.



VENTANA

HILLS

Discover the true serenity of hillside living at Ventana Hills. Nestled in the picturesque foothills, surrounded by majestic oaks, rolling green hillsides and breathtaking views, Ventana Hills offers 70 acres of serene open space with a meandering trail system for walking, biking or jogging. Ventana Hills will allow you every opportunity to venture out to connect with your stunning surroundings and remarkable views.

Committed to environmentally responsible design, Ventana Hills takes extra care to preserve the native oak trees and natural terrain. Developed by Granville Homes, this community has been carefully designed to minimize impact on the surrounding environment.



Granville Estates

Residence 4



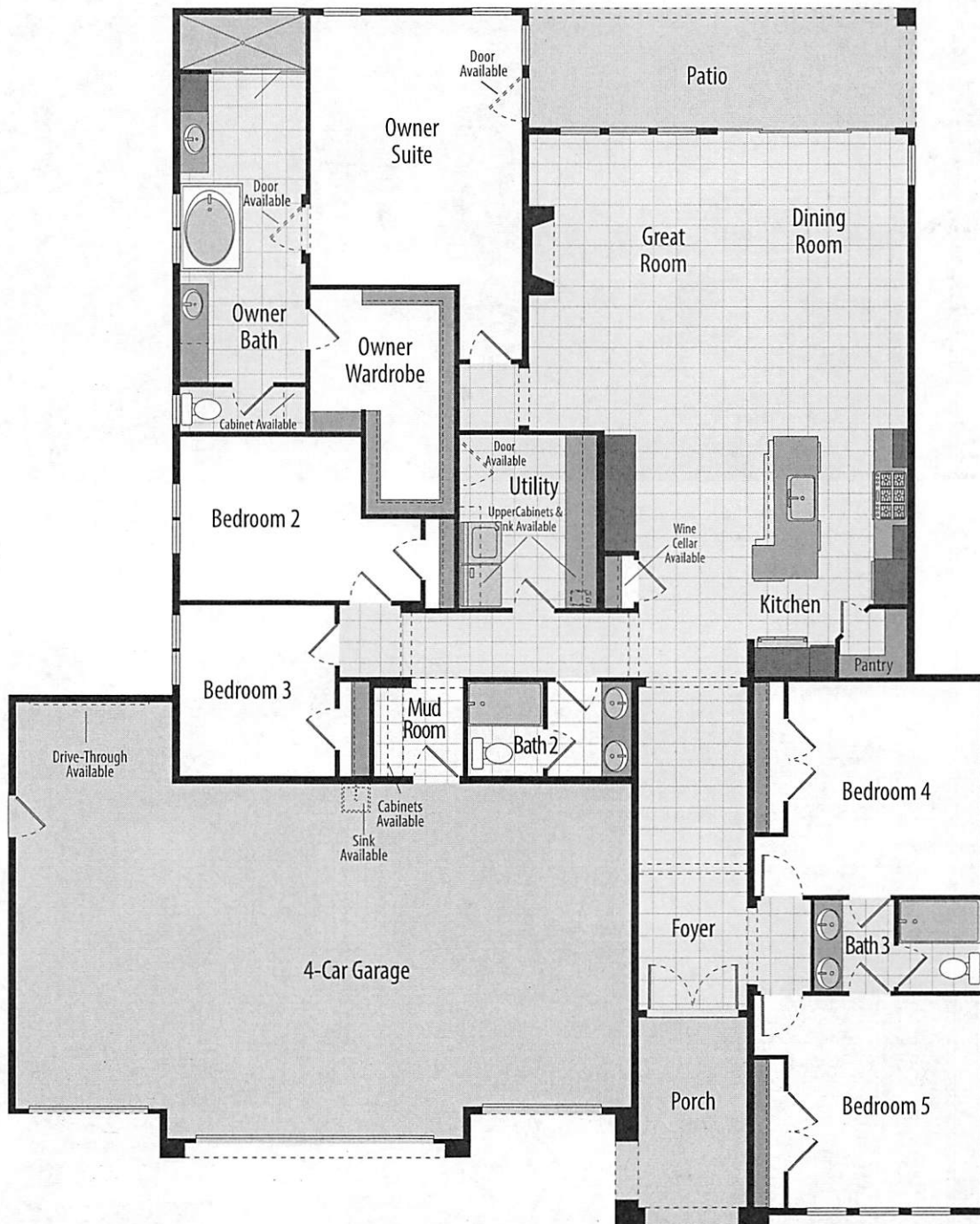
Granville Estates

Residence 4

3,016 - 3,272 Sq. Ft. | Up to 6 Bedrooms | 3 or 4 Baths | 3-4 Car Garage

OPTIONS:

Extended Walk-in Closet in Master Suite | Formal Dining Room / Library | Guest Suite



Granville Estates

Residence 5



Granville Estates

Residence 5

4,018 - 4,596 Sq. Ft. | Up to 5 Bedrooms | 3.5 or 4.5 Baths | Up to 5-Car Garage

OPTIONS:

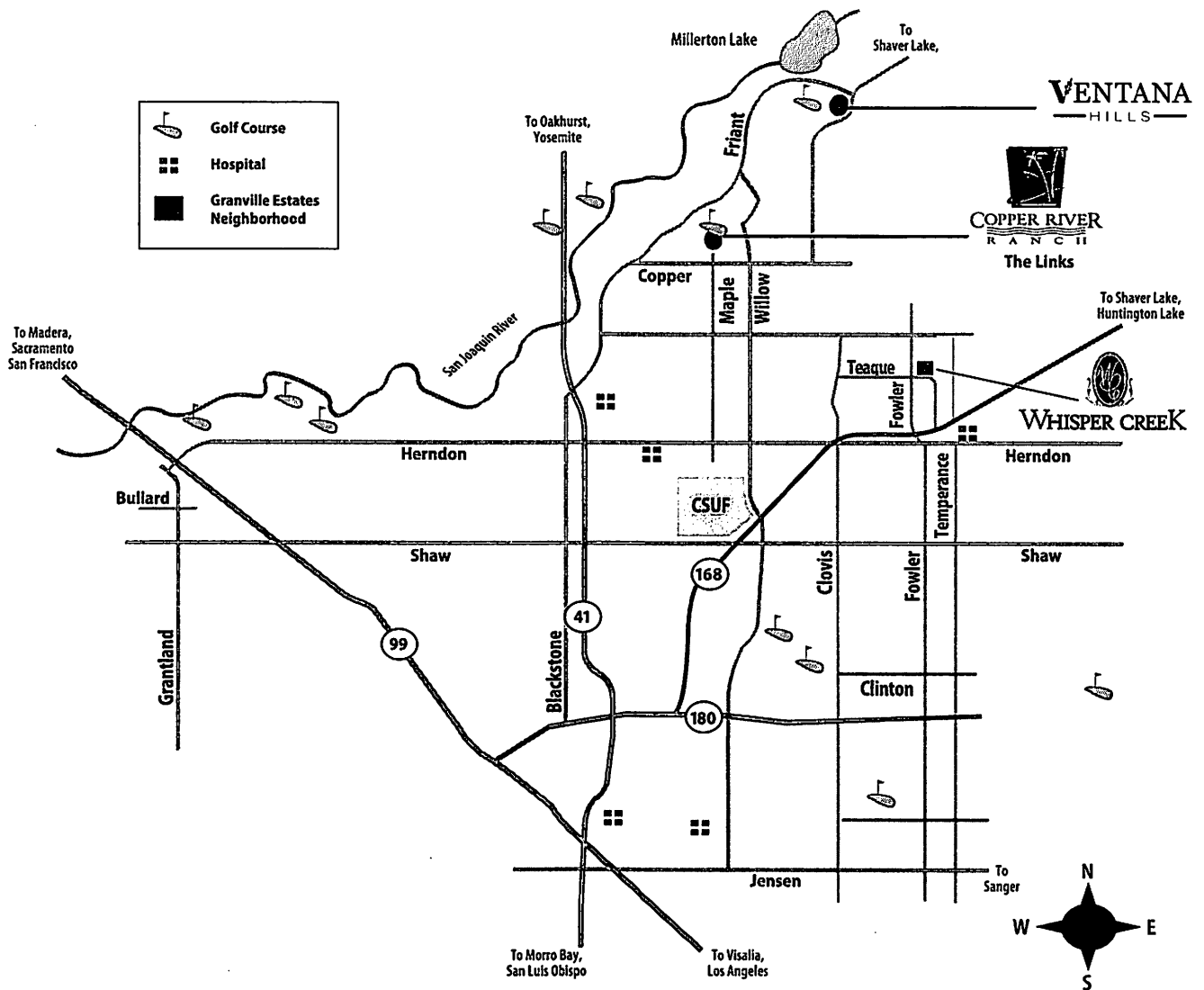
Large Bonus Room w/Hallway | Small Bonus Room w/ One Car Garage
Game Room at Bedroom 4 | Extended Bedroom 3 and Game Room
Guest Suite at Two Car Garage | One Car Garage

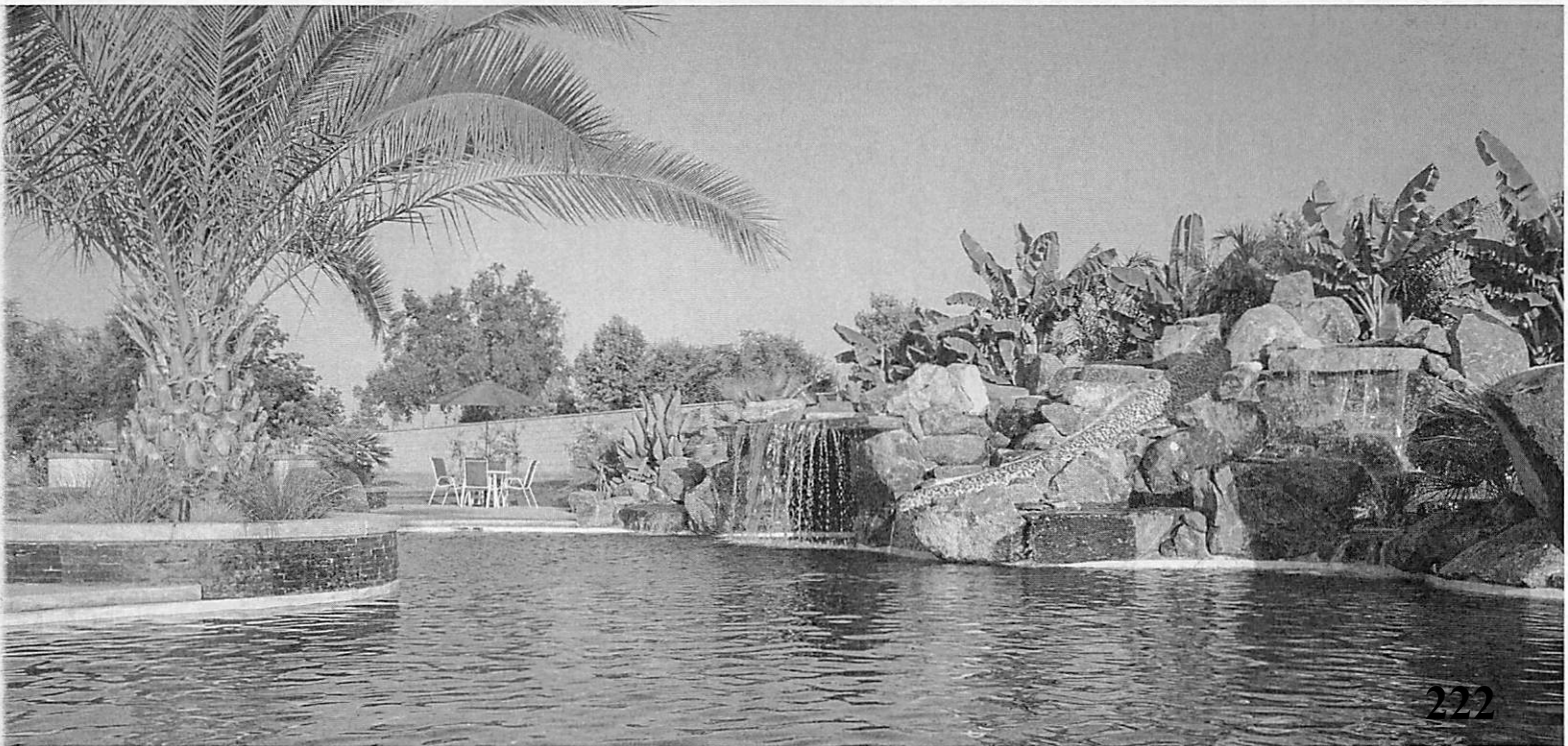
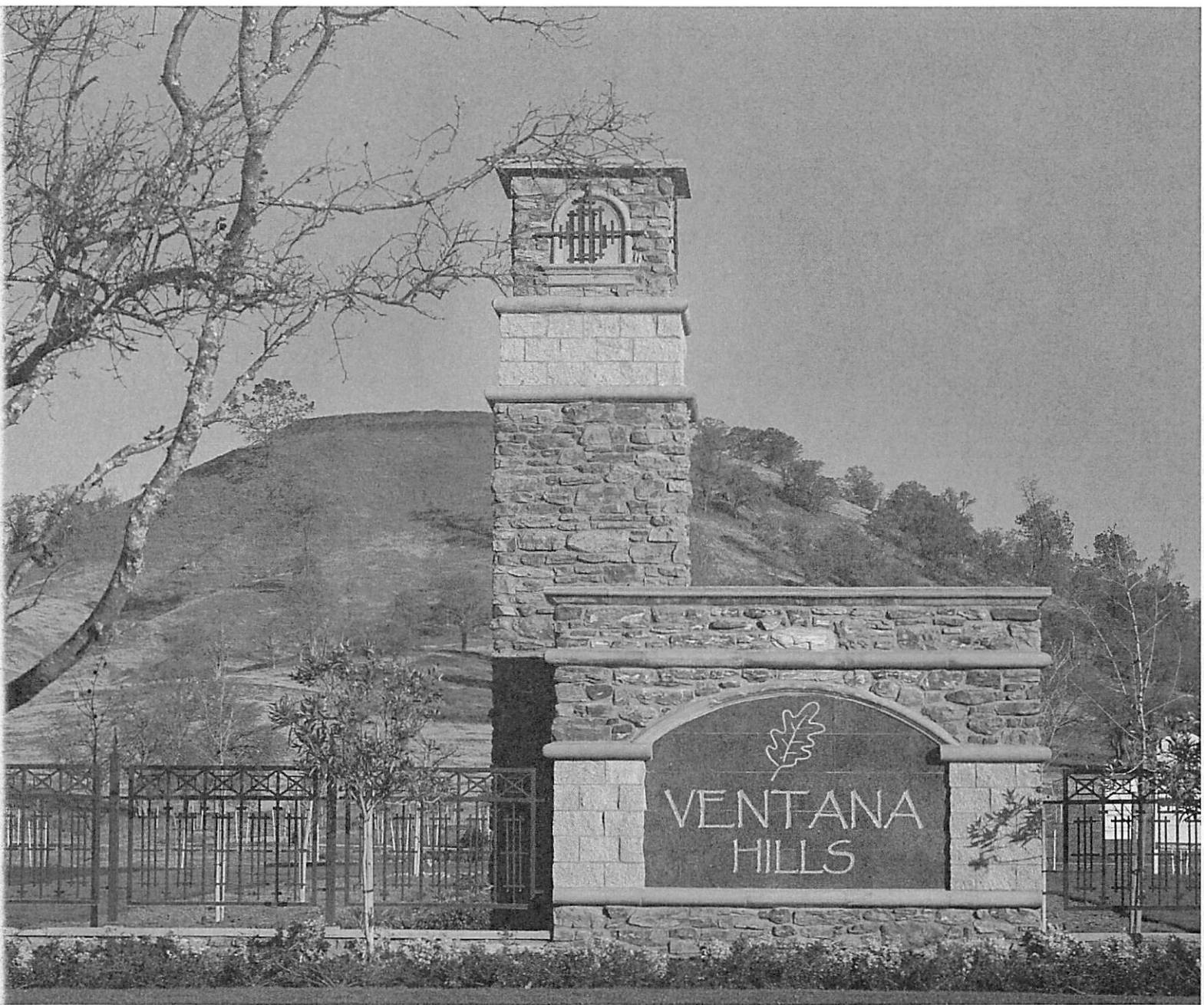


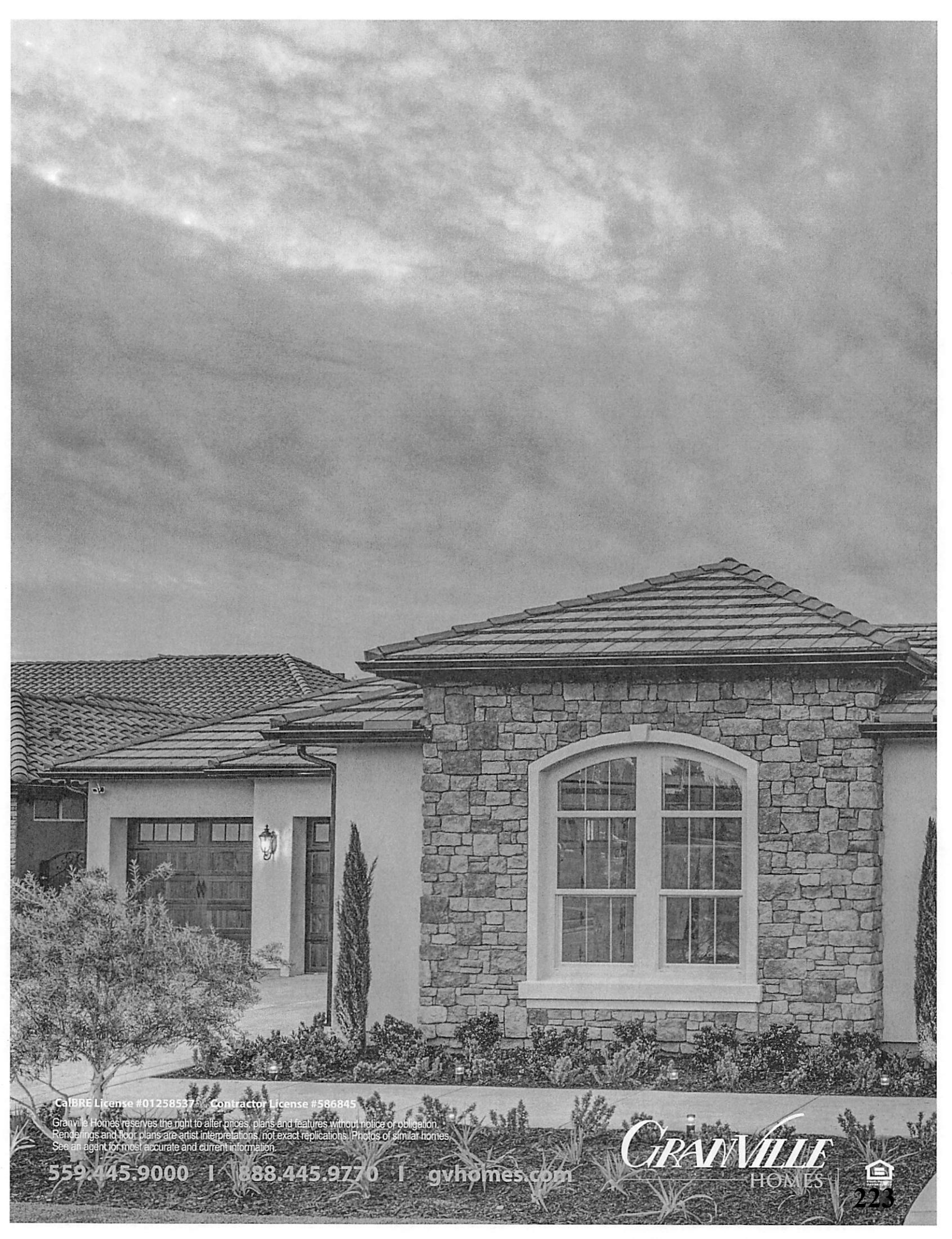
GRANVILLE

· ESTATES ·

COMMUNITY MAP







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GRANVILLE
HOMES



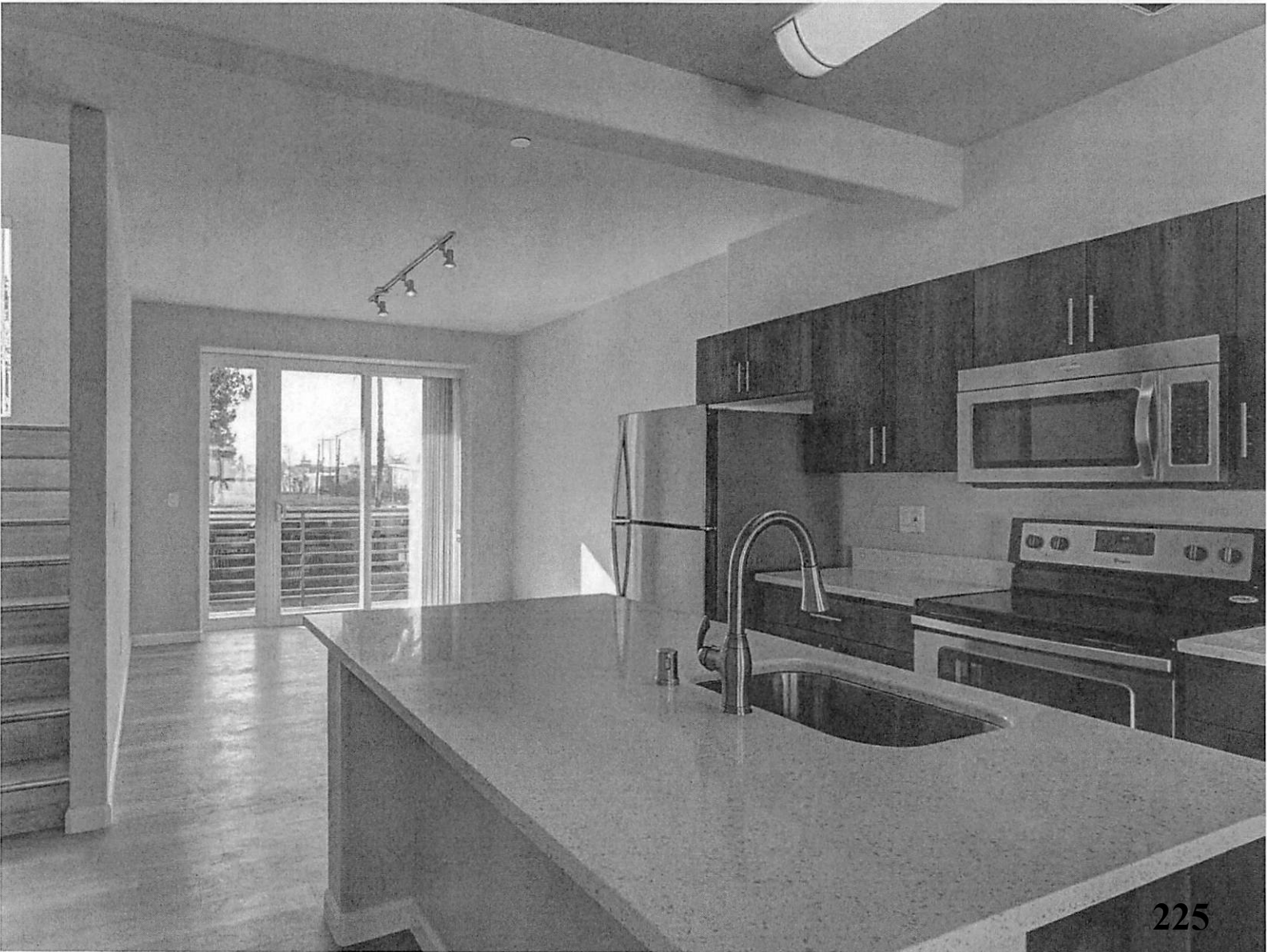
223

GRANVILLE

urban development



DOWNTOWN PORTFOLIO



Granville Urban Development

Awards & Recognition

Fulton Village - 2011 Q4 California Project of the Quarter
For exceeding Title 24 requirements by the highest percentage.

Fulton Village - 2011 San Joaquin Valley Blue Print award for Mixed Use Award of Achievement

330 Van Ness Cottages - 2012 San Joaquin Valley Blue Print Award of Excellence for Residential Development Project

1612 Fulton - 2013 San Joaquin Valley Blue Print Award of Excellence for Mixed Use Project

Crichton Place - 2014 San Joaquin Valley Blue Print award for Mixed Use Award of Achievement

Bungalow Court - Bi-Annual Historic Preservation Award

Bungalow Court - 2013 Gold Nugget Award of Merit

M Street Arts Complex - 2014 Gold Nugget Award for Best Rehab Commercial/Industrial Project

M Street Arts Complex - 2014 San Joaquin Valley Blue Print Award of Excellence for a Commercial Project

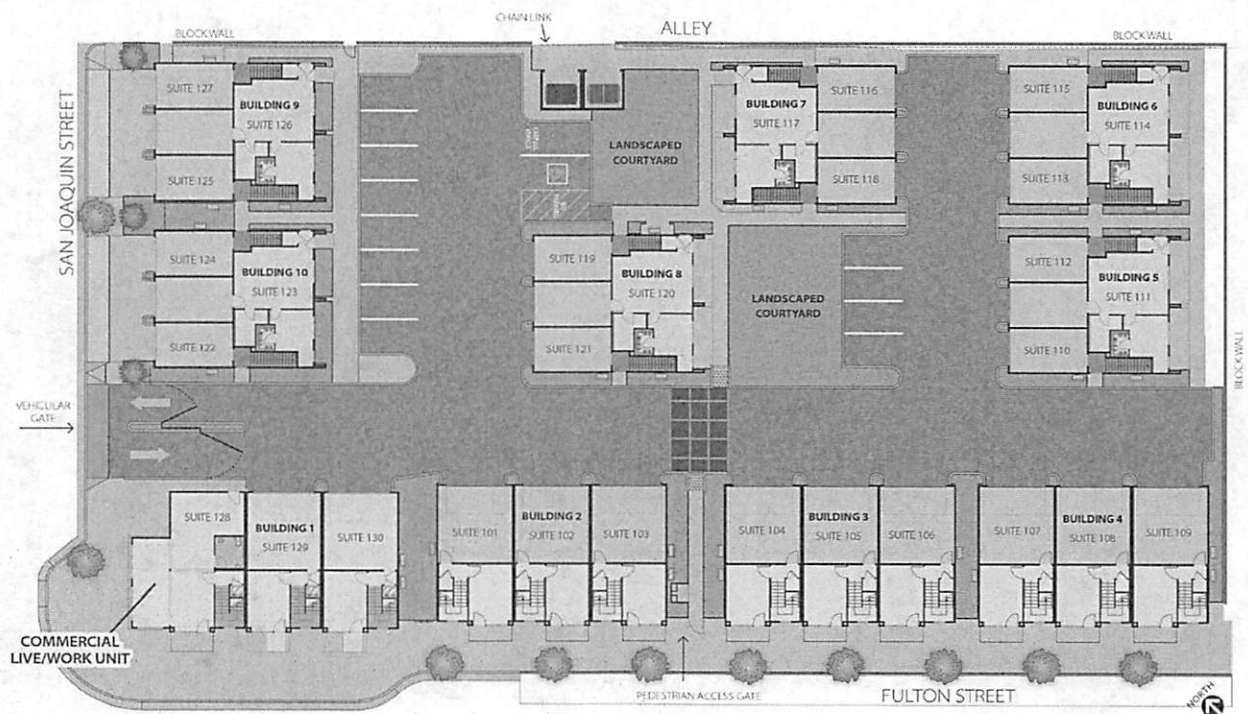
The Lede - 2016 San Joaquin Valley Blue Print Award of Excellence - Downtown Revitalization



1612

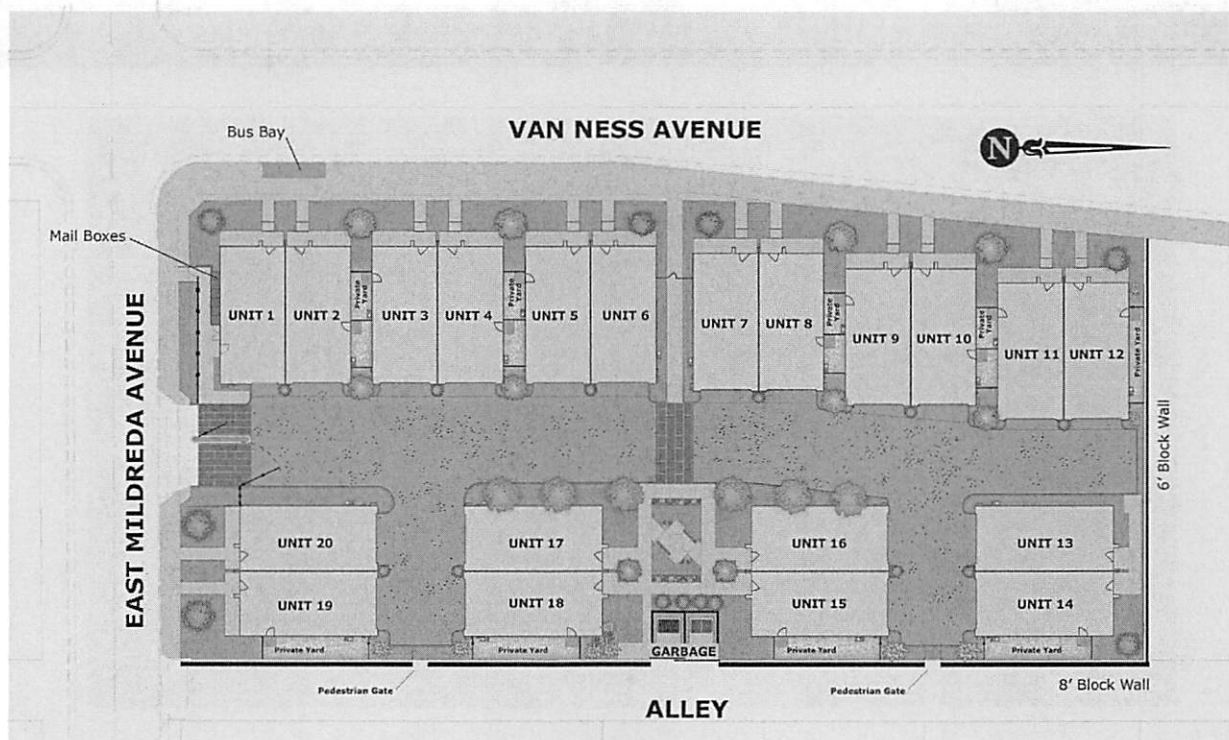
FULTON

- 18 single level residential units that range from 645 to 706 square feet with attached garages, a balcony or patio, and stainless steel kitchen appliances.
- 12 three-story live/work units, each with a 199 square foot office space and 1,297 square feet of living space plus a two-car garage and a balcony.



330 North
VAN NESS
cottages

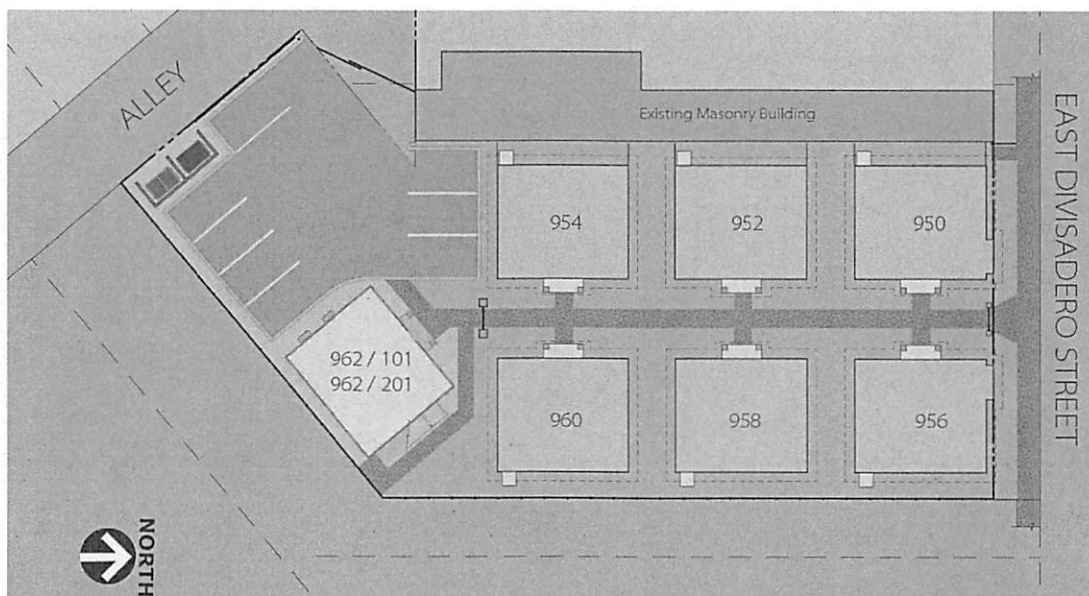
Located in the Historic Lowell Neighborhood, 330 North Van Ness Cottages features twenty 1,400 Sq. Ft. townhomes, each with 3 bedrooms, 2.5 baths and an attached garage.



Bungalow Court

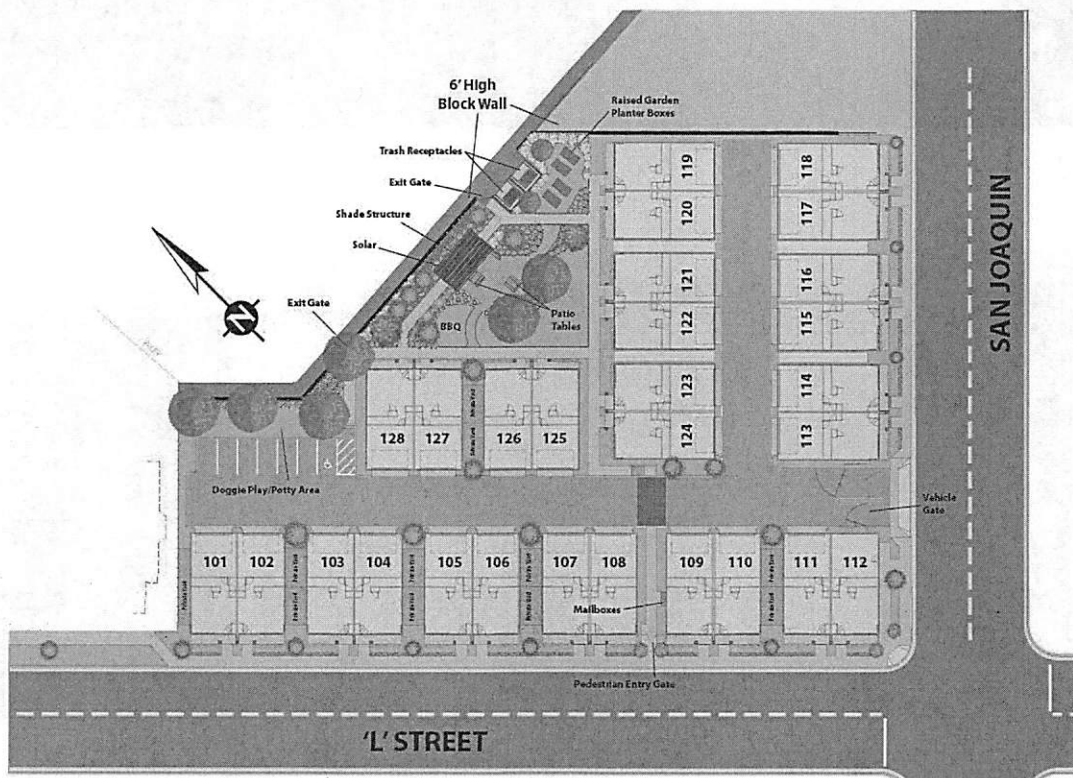
Originally constructed in 1922, Bungalow Court is Granville's latest preservation project. At one time a quaint and cozy community consisting of 7 individual Bungalows, years of neglect and patchwork construction left the homes in serious disrepair.

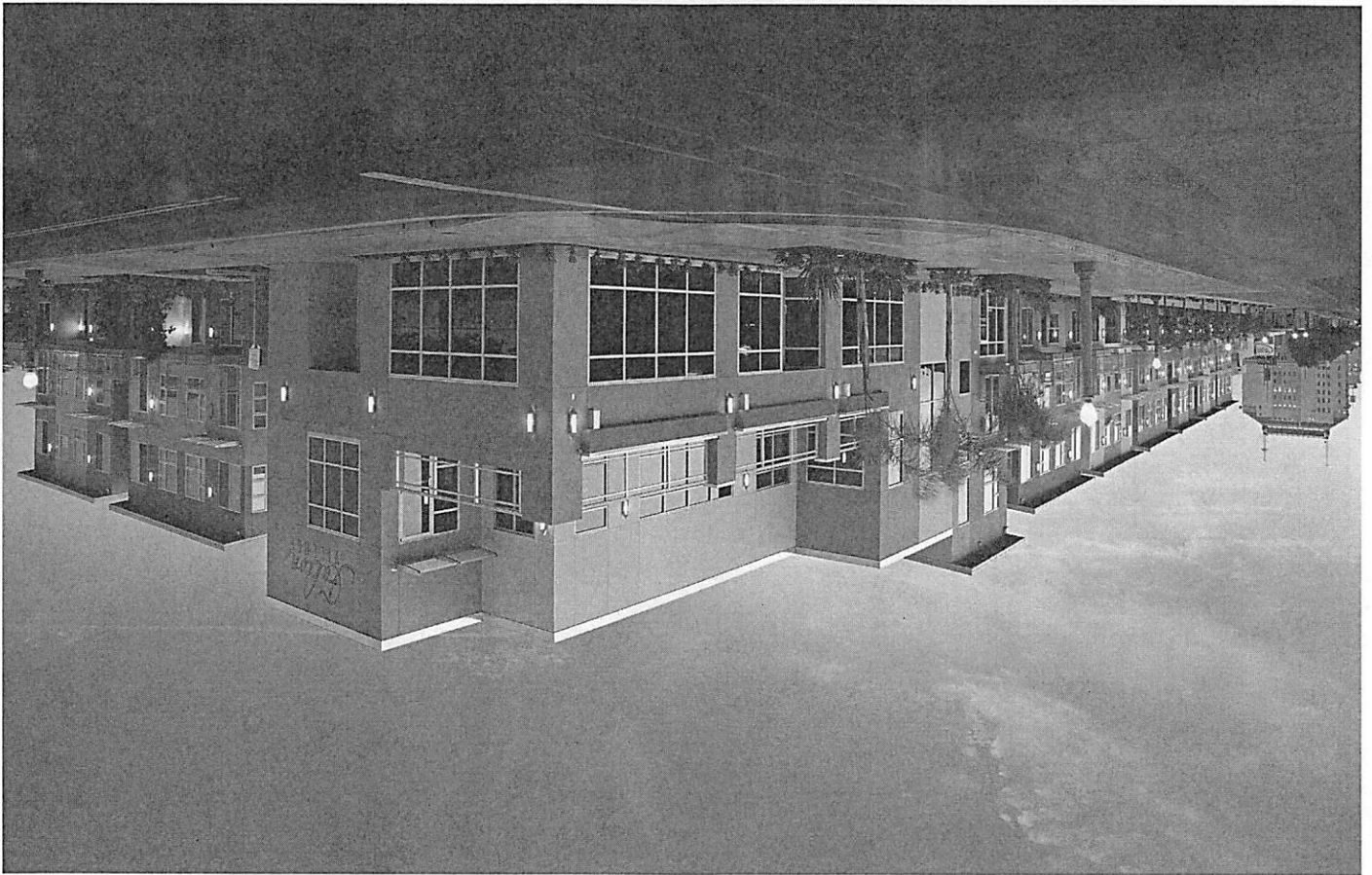
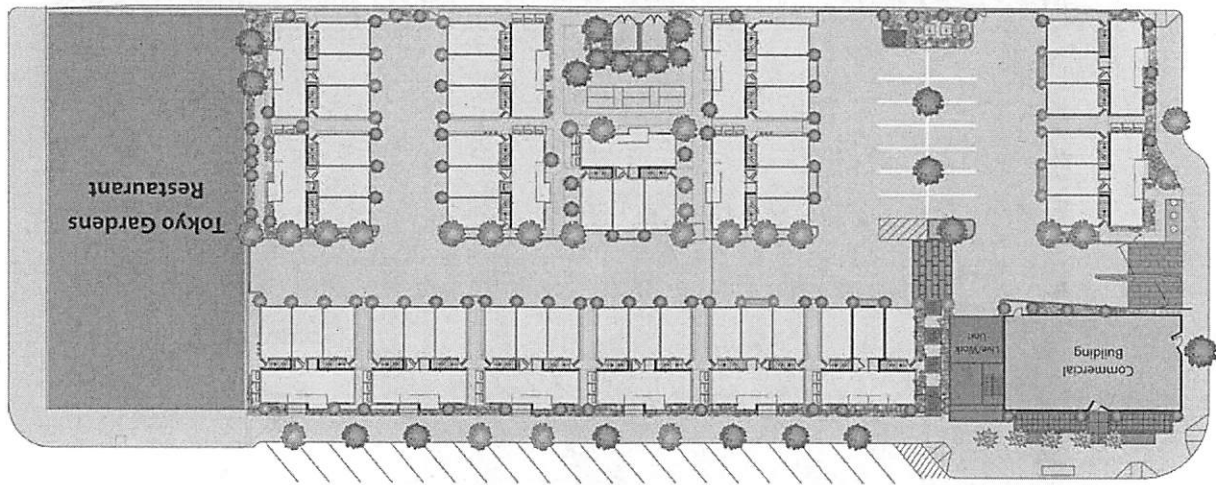
Using every piece of salvageable materials, and hand crafting wood elements to match the original architecture, Granville restored the five existing homes and rebuilt the two that were destroyed by fire.



CRICHTON PLACE *on L Street*

Crichton Place is a 28-unit all-townhome community, offering units at 1,423 square feet, 2-Story Townhomes with 3 spacious Bedrooms, 2.5 Baths, an attached 2-car Garage, private covered Patios (select units) and plenty of storage space.





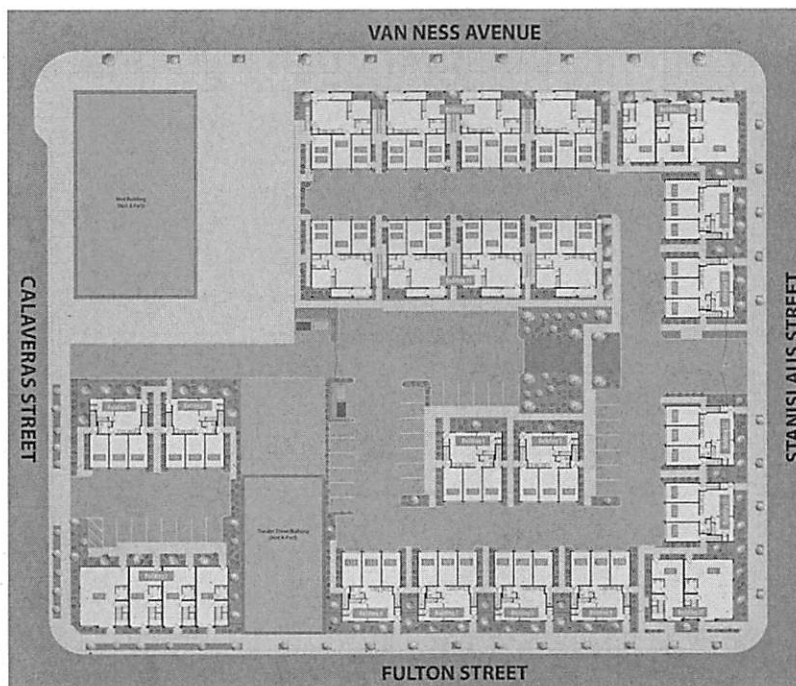
Fulton Village consists of 48 units, which include 1-2 bedroom flats, town-homes and live/work units ranging from 464-1,314 sq. ft.

Fulton
VILLAGE

the Lede

1560
Fulton

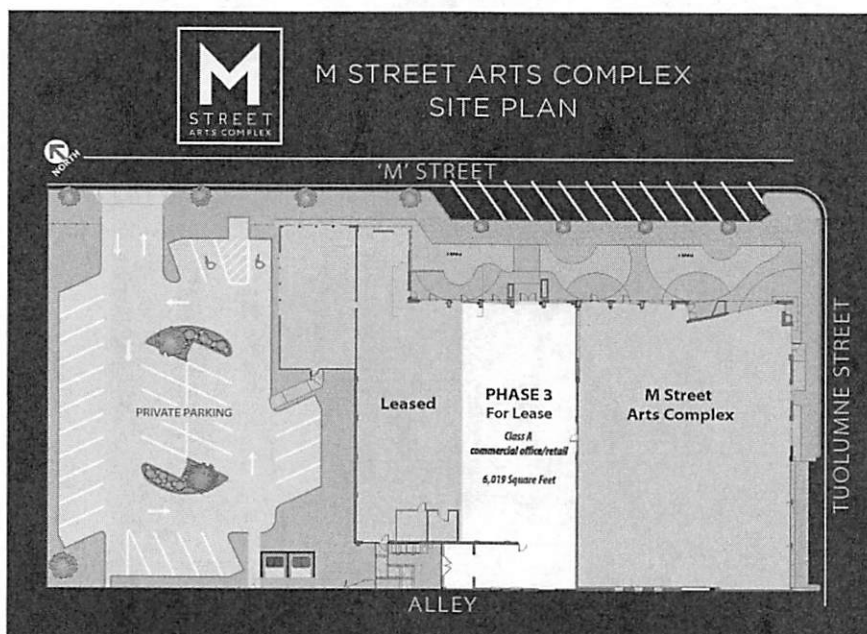
The Lede is situated on the historic corner of Stanislaus and Van Ness in downtown Fresno. Its block has a rich history in journalism and news. The project's 85 units include 1-2 bedroom studios, lofts and live/work units.



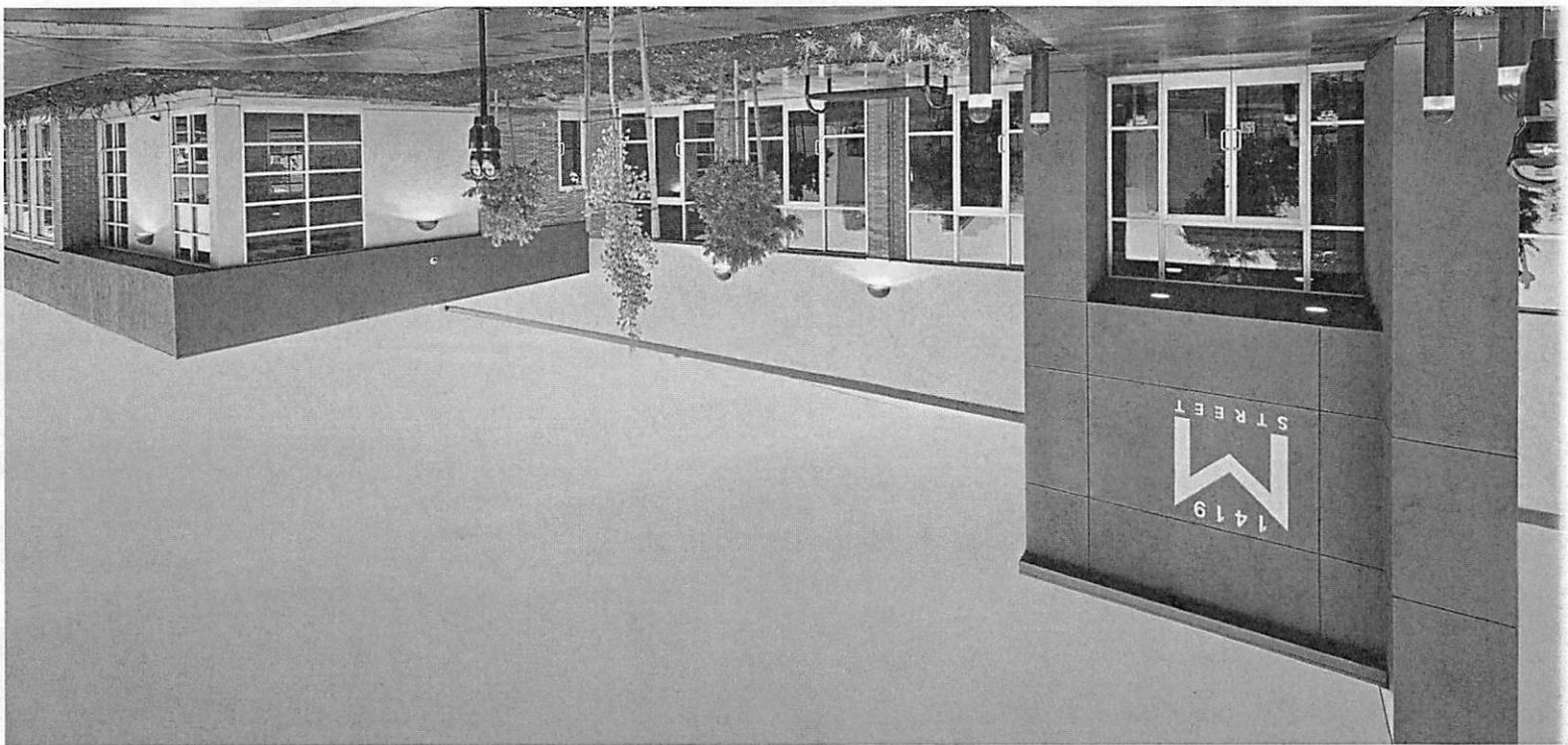


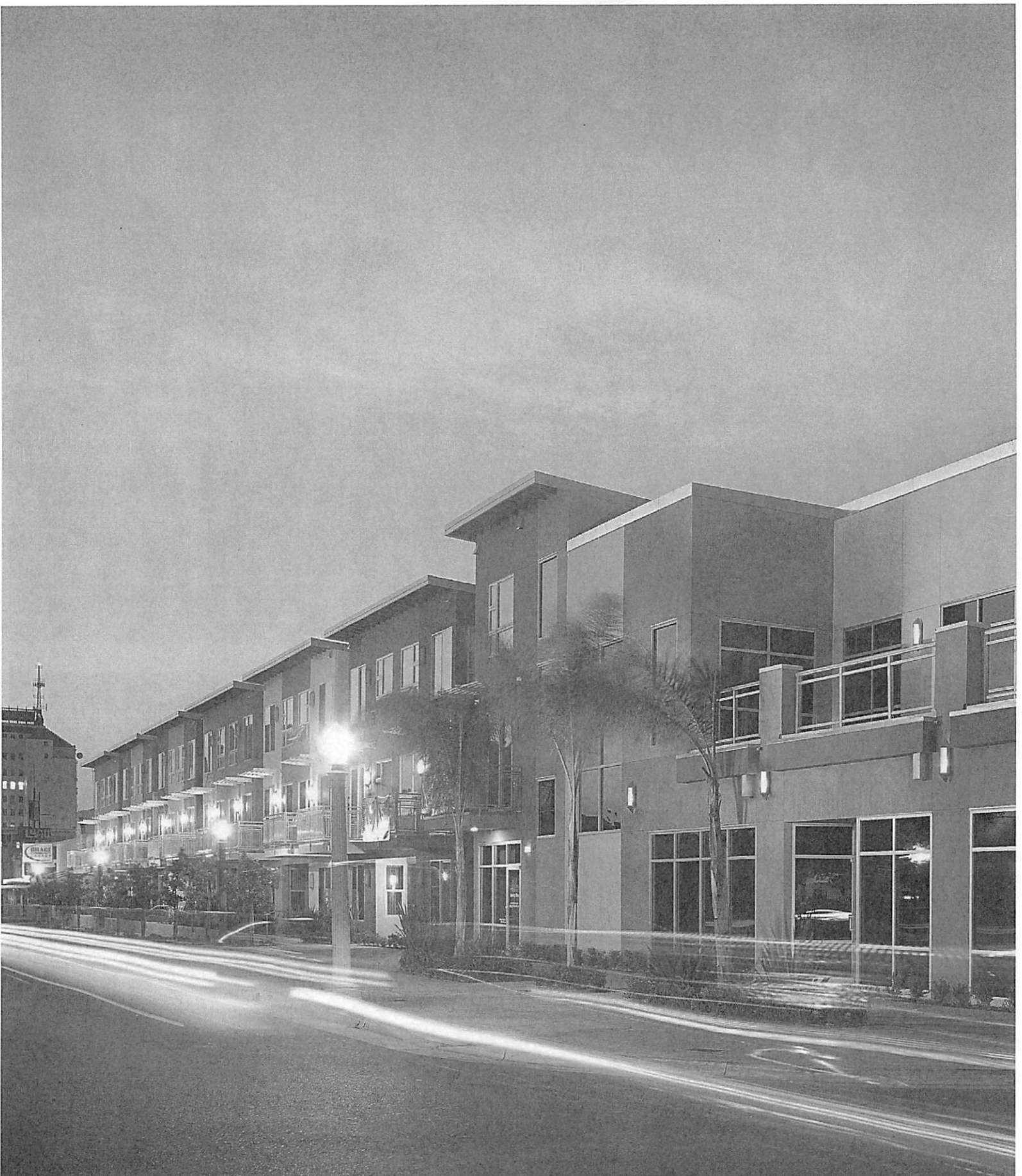
The M Street Arts Complex is a creative collaboration between local artists and Darius Assemi and his team at Granville.

Designed by artists to meet the needs of this unique community, M Street seeks to provide a safe, clean and professional environment where artists can create successful businesses, and where all Fresnans can discover and support local art. The complex includes six galleries, seven studios and three warehouse spaces of varying sizes.



mstreetarts.com | rentgranville.com





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GRANVILLE
urban development





EARTH FRIENDLY BUILDING MATERIALS

- Steel Reinforced Concrete Foundation
- High Volume Low-E Vinyl Windows
- Construction Site Recycling
- Fiberglass Entry Doors



PROMOTES WATER CONSERVATION

- Drip Irrigation
- Low Water Use Landscaping
- Synthetic Turf in Front Yard*
- Auto-Adjusting Irrigation System



HELPS REDUCE ENERGY BILLS

- Efficient Lighting and Plumbing Fixtures
- Insulated Garage Door*
- Programmable Thermostat
- High-Efficiency Heating and Air Conditioning Unit
- Solar

*Not available on Canvas plans.

Our building techniques aren't just ahead of the curve, they also save precious resources and homeowner money.

With Granville Eco-Smart features, each home is up to 30% more efficient than other new builds, keeping each home's footprint substantially lower than average.

On top of that, technology like our advanced wall system, reduced attics, high value low-E windows, drought-tolerant landscaping and tankless water heaters often save our Granville homeowners hundreds of dollars every month.



ALL NEW HOMES ARE NOT CREATED EQUAL.

Granville Eco-Smart features provide up to 30% more energy efficiency than many other new homes built today.

**Everyday comfort. Sustained energy savings.
Better for your family and our environment.**



6/30/16



1396 W. Herndon Ave., Ste. 101, Fresno, CA 93711
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Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 6, 2017

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-
AMENDING THE RATE ADJUSTMENT CALCULATION OF THE
FRANCHISE AGREEMENT WITH GREEN WASTE RECOVERY
UTILIZING A SECTOR SPECIFIC UNIFORM PERCENTAGE
ADJUSTMENT AND APPROVING MAXIMUM RATES TO BE
CHARGED BY GREENWASTE RECOVERY EFFECTIVE JULY 1, 2017
FOR COLLECTION OF FRANCHISED SOLID WASTE, RECYCLING,
AND ORGANICS.**

REQUEST:

It is requested that the City Council consider:

1. Adopting Resolution No. 2017- amending the rate adjustment calculation of the franchise agreement with Green Waste Recovery utilizing a sector specific uniform percentage adjustment and approving maximum rates to be charged by Green Waste Recovery effective July 1, 2017 for collection of franchised solid waste, recycling, and organics.

BACKGROUND:

On August 19, 2014, the City Council adopted Resolution No. 2014-98, and entered into a new exclusive 15 year Franchise Agreement with Green Waste Recovery (GRW) to provide solid waste, recycling, and organics collection services for the City of Marina. The Agreement provides for automatic annual rate adjustments for GWR's services calculated following either a multi-index rate adjustment methodology or a cost-based rate adjustment methodology.

Cost-based Rate Adjustment Methodology

The cost-based adjustment involves an extensive and detailed review of GWR's actual cost of operations, changes in inflation, the number of customers, and the service level provided and comparing this to actual gross receipts collected to determine GWR's compensation for the current rate period and to forecast the future rates. The cost to perform this review is estimated at \$50,000 - \$100,000 (which cost would be passed onto the rate payer) and was anticipated to be conducted after the first three to five years into the contract.

Multi-index Rate Adjustment Methodology

Each service level rate in the Franchise Agreement rate schedule is comprised of an operating component, disposal/processing component and a fee component. The annual rate adjustment consists of adjusting each of the rate components as follows:

Operating Component Factor:

- Labor Component: Labor costs from the prior year are adjusted by the annual percentage change in the Employment Cost Index (ECI)
- Fuel Component: Fuel costs from the prior year are adjusted by the actual volume of fuel purchased in the prior year and the annual percentage change in the Fuel Index
- Other Component: Non labor/fuel related costs from the prior year are adjusted by the annual percentage change of the Consumer Price Index (CPI)

Disposal/Processing Component: This component is automatically adjusted as a direct pass-through based on MRWMD fees and the City’s prior year’s tonnages by material type. GWR credits \$40.00/ton for recyclable materials, therefore the Recyclable Materials processing credit adjusts annually based on the prior year’s tonnage, with no change to the per ton rate.

The disposal and processing component(s) are based on the difference between the City’s actual tonnage by material type and what was proposed by GWR in their initial proposal to the City. The disposal and processing components also consider the tipping fee charged by the Monterey Regional Waste Management District (MRWMD). At their meeting on May 19th, 2017, the MRWMD Board of Directors approved an 8.2% increase on tipping fees charged for solid waste, yard waste, and food scraps. This tipping fee increase has been factored into the proposed fee increase for GWR customers.

The following table describes the recent year changes in the City’s tonnage for each material type.

	Annualized May 2015- February 2016	March 2016- February 2017	% Change in Tonnage
Solid Waste	9,284.2	9,803.3	5.6%
Recycling	2,162.3	2,379.8	10.1%
Yard Trimmings	897.9	1,101.8	22.7%
Food Waste	32.4	154.2	375.5%
Construction & Demolition	1,078.9	1,430.5	32.6%

Fee Component: This component is a direct pass through of Franchise fees, calculated as a percent of the total rate by service level.

The rate adjustment for the 2017/2018 fiscal year was conducted using a variation of the multi-index methodology which was distributed across sectors by weighted averages in accordance with the methodology agreed upon last year.

The Franchise Agreement stipulates that the City of Marina shall make a good faith effort to approve the accuracy of the calculated rates by June 1 of each year, and such rates shall be effective on each subsequent July 1. This allows noticing all customers of rate increases. If rates are not effective by July 1 due to a delay caused solely by the City of Marina, GWR may retroactively bill customers for the amount of the rate increase. This year’s rates were delayed pending the approval of the increase in tipping fees charged by MRWMD.

ANALYSIS:

GWR provided the City, by way of HF&H Consultants (who represents the City), with the annual rate adjustment calculation (“**EXHIBIT A**”). “**EXHIBIT B**” is an executive summary from HF&H reporting the finding that the application for the annual rate adjustment by GWR is consistent with the methodology approved in the prior year.

The following table illustrates the proposed adjustment percentage in relation to last year's adjustment:

	2016/2017 Sector Weighted Average	2017/2018 Sector Weighted Average*
Residential	1.5%	6.0%
Commercial Solid Waste	3.6%	4.8%
Commercial Recycling	3.6%	4.8%
Commercial Organics	3.6%	4.8%
Roll-off	2.8%	2.1%

*Includes the 8.2% tipping fee increase by MRWMD

The relatively large increase in the residential sector in relation to other sectors and residential in the previous year is due to the success of the residential yard trimming program that has resulted in a 25.2% increase in diversion of yard trimmings from the landfill. This trend along with the increased rain and wind driven vegetation cleanup from this last winter is driving the increase in residential waste fees which should level off in the coming years.

This year's rate request also rates for additional service charges that were not known at the time of the initial contract. These charges are related to customer service requests that are not a part of regularly scheduled waste collection. Examples of additional services include servicing and replacement of waste bins and carts. Additional service rates are included in ("**Exhibit A**")

Staff is recommending the sector based adjustment be used for calculating rates for 2017/2018 in keeping with the methodology approved for the previous fiscal year.

FISCAL IMPACT:

The FY2016/2017 proposed rate adjustment would have no effect on City expenses, as this is a cost to the rate payers. The Franchise Agreement has a 15% franchise fee of gross receipts. Any rate increase provides a corresponding increase in franchise fee revenue.

CONCLUSION:

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

Respectfully submitted,

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

REVIEWED/CONCUR:

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2017-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING THE
RATE ADJUSTMENT CALCULATION OF THE FRANCHISE AGREEMENT WITH
GREEN WASTE RECOVERY UTILIZING A SECTOR SPECIFIC UNIFORM
PERCENTAGE ADJUSTMENT AND APPROVING MAXIMUM RATES TO BE CHARGED
BY GREENWASTE RECOVERY EFFECTIVE JULY 1, 2017 FOR COLLECTION OF
FRANCHISED SOLID WASTE, RECYCLING, AND ORGANICS.

WHEREAS, the City of Marina entered into a franchise agreement with GreenWaste Recovery (GWR) on August 19, 2014 for solid waste, recycling, and organics collection services for the period of August 1, 2015 through July 31, 2030, and;

WHEREAS, Section 8.2 of the Franchise Agreement describes the process for an automatic annual adjustment to maximum customer rates on July 1 of each year, based on agreed upon cost indices, changes in tipping fees as the Monterey Regional Waste Management District, and the actual tonnage for materials collected by GWR, and;

WHEREAS, the application of the formulas required by the Franchise Agreement results in different rate increases for each and every service level and category, and;

WHEREAS, consistent with the provisions of Section 8.2C of the franchise agreement, both the City and GWR have agreed on an alternative approach that adjusts rates by the same percentage for all customers within each sector of customers, thereby preserving the current relationship and structure of the rates within each sector to one another, and;

WHEREAS, City staff has reviewed GWR's calculation of the rate adjustments and finds the calculations to be accurate and consistent with the methodology and requirements of the franchise agreement, and;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina hereby resolves to approve the rates in **Exhibit A** that incorporate a 6% increase to all single family residential maximum rates; an 4.8% adjustment to all commercial solid waste, recycling, and organics maximum rates; and, an 2.1% adjustment to all roll-off maximum rates authorized to be charged by GWR under the Franchise Agreement, effective July 1, 2017.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June, 2017, 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

Exhibit G-3 Rates Effective July 1, 2017

Note: All rates are monthly unless stated otherwise.

Residential Solid Waste Collection Rates			
Service Level	Solid Waste	Recycling	Organics
Curbside 32 Gallon	\$15.76	Included	Included
Curbside 64 Gallon	\$19.76	Included	Included
Curbside 96 Gallon	\$22.44	Included	Included
Curbside Low Income	\$13.51	Included	Included
Curbside Senior Rate	\$7.95	Included	Included
Notes:			
See Exhibit B1 for specific service availability			

Commercial/Multi-Family Solid Waste Collection Rates						
Service Level	Frequency					
	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
32-Gallon Cart	\$17.18	\$35.04	\$52.57	\$70.08	\$87.61	\$105.12
64-Gallon Cart	\$32.94	\$67.20	\$100.80	\$134.39	\$168.00	\$201.60
96-Gallon Cart	\$42.46	\$86.62	\$129.92	\$173.23	\$216.54	\$259.85
1-Cubic Yard Bin	\$92.08	\$187.85	\$281.78	\$375.71	\$469.64	\$563.56
2-Cubic Yard Bin	\$183.21	\$373.75	\$560.62	\$754.38	\$934.37	\$1,121.25
3-Cubic Yard Bin	\$275.20	\$561.41	\$842.12	\$1,122.81	\$1,403.52	\$1,684.23
4-Cubic Yard Bin	\$366.84	\$748.36	\$1,122.54	\$1,496.72	\$1,870.90	\$2,245.07
6-Cubic Yard Bin	\$433.37	\$884.08	\$1,326.12	\$1,768.16	\$2,210.20	\$2,652.23
8-Cubic Yard Bin	\$577.85	\$1,178.82	\$1,768.22	\$2,357.64	\$2,947.05	\$3,536.46
2-Cubic Yard Compactor	\$223.40	\$454.13	\$681.19	n/a	n/a	n/a
3-Cubic Yard Compactor	\$335.48	\$681.98	\$1,022.96	n/a	n/a	n/a
4-Cubic Yard Compactor	\$447.22	\$909.12	\$1,363.67	n/a	n/a	n/a

Commercial/Multi-Family Recycling Collection Rates						
Service Level	Frequency					
	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
64-Gallon Cart	\$4.94	\$10.08	\$15.12	\$20.16	\$25.20	\$30.24
96-Gallon Cart	\$6.37	\$13.00	\$19.49	\$25.98	\$32.48	\$38.97
1-Cubic Yard Bin	\$13.81	\$28.17	\$42.27	\$56.36	\$70.44	\$84.53
2-Cubic Yard Bin	\$27.48	\$56.07	\$84.10	\$113.15	\$140.15	\$168.19
3-Cubic Yard Bin	\$41.28	\$84.21	\$126.32	\$168.43	\$210.53	\$252.63
4-Cubic Yard Bin	\$55.02	\$112.25	\$168.38	\$224.51	\$280.63	\$336.76
6-Cubic Yard Bin	\$65.01	\$132.61	\$198.91	\$265.23	\$331.53	\$397.84
8-Cubic Yard Bin	\$86.67	\$176.82	\$265.24	\$353.65	\$442.06	\$530.47
2-Cubic Yard Compactor	\$22.24	\$45.59	\$68.38	n/a	n/a	n/a
3-Cubic Yard Compactor	\$33.42	\$68.49	\$102.75	n/a	n/a	n/a
4-Cubic Yard Compactor	\$44.55	\$91.30	\$136.95	n/a	n/a	n/a

Commercial/Multi-Family Food Waste Collection Rates						
Service Level	Frequency					
	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
64-Gallon Cart	\$24.71	\$50.39	\$75.60	\$100.80	\$126.00	\$151.19
96-Gallon Cart	\$31.85	\$64.96	\$97.44	\$129.92	\$162.41	\$194.88
1-Cubic Yard Bin	\$69.06	\$140.89	\$211.33	\$281.78	\$352.23	\$422.67
2-Cubic Yard Bin	\$137.40	\$280.32	\$420.47	\$565.78	\$700.78	\$840.94

Exhibit G-3 Rates Effective July 1, 2017

Commercial/Multi-Family Yard Trimmings Collection Rates						
	Frequency					
Service Level	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
64-Gallon Cart	\$24.71	\$50.39	\$75.60	\$100.80	\$126.00	\$151.19
96-Gallon Cart	\$31.85	\$64.96	\$97.44	\$129.92	\$162.41	\$194.88
1-Cubic Yard Bin	\$69.06	\$140.89	\$211.33	\$281.78	\$352.23	\$422.67
2-Cubic Yard Bin	\$137.40	\$280.32	\$420.47	\$565.78	\$700.78	\$840.94
3-Cubic Yard Bin	\$206.40	\$421.06	\$631.59	\$842.11	\$1,052.64	\$1,263.17
4-Cubic Yard Bin	\$275.13	\$561.27	\$841.91	\$1,122.54	\$1,403.18	\$1,683.81
6-Cubic Yard Bin	\$325.03	\$663.06	\$994.59	\$1,326.12	\$1,657.65	\$1,989.17
8-Cubic Yard Bin	\$433.38	\$884.11	\$1,326.17	\$1,768.23	\$2,210.29	\$2,652.34

Roll-Off Collection Rates (Per Pull)				
	Material			
Service Level	MSW	REC	YT	C&D
10 YD	\$280.66	\$210.23	\$210.23	\$280.66
20 YD	\$404.39	\$210.23	\$210.23	\$404.39
30 YD	\$528.13	\$210.23	\$210.23	\$528.13
40 YD	\$651.87	\$210.23	\$210.23	\$651.87
Roll-Off Compactor (Any)	\$977.80	\$210.23	N/A	N/A
Per Ton	\$65.88	-\$47.06	\$38.25	\$65.88

Additional Service Rates		
Service	Sector	Charge Per Event*
Cart Rental - All Sizes	RES	\$3.17
Cart Replacement	RES	\$63.47
Re-Delivery or Re-Start	RES	\$26.45
Cart Cleaning	RES	\$26.45
Non-Scheduled Collection	RES	\$20.10
Difficult to Service Cart	COM	\$1.06
Difficult to Service Bin	COM	\$3.17
Locking Bin	COM	\$52.89
Cart Replacement	COM	\$63.47
Cart Cleaning	COM	\$26.45
Bin Swap- Cleaning or Repainting	COM	\$79.34
Bulky - Recyclable	RES/COM	\$21.16
Bulky - Non Recyclable	RES/COM	\$26.45
Bulky - Event	RES/MFD	\$31.73
Covered Box	RO	\$79.34
Driver Time per Hour	RO	\$116.36
Dry Run or Relocation	RO	\$79.34
Extra Days	RO	\$26.45

*Note: Application of fees shall be as described in Franchise Agreement



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 Marva M. Sheehan, CPA
 Robert C. Hilton, CMC

May 23, 2017

Mr. Brian McMinn
 Public Works Director
 City of Marina

Sent via E-mail

Subject: Review of GreenWaste Recovery's 2017/18 Rate Request

Reference Number: S5024

Dear Mr. McMinn:

HF&H Consultants, LLC (HF&H) was retained by the Monterey Regional Waste Management District (District) to assist with a review of GreenWaste Recovery's (GWR) request for an adjustment to customer rates, effective July 1, 2017, submitted to the City of Marina (City) on March 31, 2017. This report presents our findings and recommendations.

EXECUTIVE SUMMARY

Our review of the rate request has determined that the rates have been calculated in accordance with procedures in Exhibit E1 of the Franchise Agreement between the City and GWR commencing May of 2015 (Agreement). This approach results in different percentage rate adjustments for each individual level of service. Section 8.2.D of the Franchise Agreement allows the City and GWR to adjust relationship of rates without an Amendment to the contract, subject to mutual agreement. For FY 16/17 the parties agreed on a sector-based weighted average approach to determine a single percentage adjustment for all rates charged to customers in a given sector (residential, commercial, roll-off). That approach has been continued to calculate proposed rates for FY 17/18.

On May 19th, 2017 the District's Board of Directors approved the proposed tip fee adjustments. As a result HF&H recommends approving the "Sector Based" percentage adjustments illustrated in the table below.

	Marina
Residential	6.0%
Commercial Solid Waste	4.8%
Commercial Recycling	
Commercial Food Waste	
Roll-Off	2.1%



Mr. Brian McMinn

May 23, 2017

Page 2 of 4

BACKGROUND

In 2012, the City, participating with other members of the Monterey Regional Waste Management District, issued a competitive request for proposals for collection services and entered into the new Agreement with GWR effective July 1, 2015. The Agreement provides for the following, related to the adjustment of rates:

- Rates are to be adjusted annually throughout the term of the agreement, using various inflationary indices, actual tonnage, and changes in the tipping fees at the Monterey Regional Waste Management District, unless either the City or GWR request a cost-based review (as defined in Exhibit E2 to the franchise agreement).
- The City and GWR may mutually agree upon alternative approaches to structuring rates without amendment to the agreement (Section 8.2.D)
- Last year parties agreed upon a "Sector Based Weighted Average" Methodology which has been carried into this year's analysis below.

RATE CALCULATION REVIEW

HF&H Scope of Work

HF&H performed this review of the rate request in accordance with Exhibit E1 of the Agreement. These procedures included:

1. A review of GWR's rate request for completeness and compliance with the procedures contained in Exhibit E1 of the Agreement.
2. A review of GWR's rate request for mathematical accuracy and logical consistency to determine that the rate request is mathematically correct, that the rows and columns of numbers add down and across as intended, and that the stated assumptions were, in fact, used. Also, to determine that the rate request is internally consistent and that any summary schedules agree to the supporting schedules and worksheets.
3. Verification of the inclusion of the franchise fee calculation in the adjustment.
4. Verifying contract compliance with regard to:
 - A) The indices used in the adjustment;
 - B) The weighting of those indices;
 - C) The tip fees reported for the disposal/processing components of the rates;
 - D) The use of quarterly-reported tonnage data and allocations among agencies. A detailed audit of tonnage and allocations of tonnage reported by GWR was not a part of this scope of work. HF&H discussed GWR's allocation methodology with them and the methodology appears reasonable and consistent with standard practices within the industry.

Mr. Brian McMinn
May 23, 2017
Page 3 of 4

- E) Any changes in governmental fees on the fee component of the rates; and, the accurate application of the resultant percentage changes in the various rate components to the rate schedules approved by each agency through the franchise agreements.

Review of Rate Request

Preliminary Application Review

HF&H reviewed GWR's rate application based on the rate setting methodology approved in the prior year. Some base components of the rates submitted were found to be inconstant with the rates approved in the prior year. In addition, some of the methodology used to calculate the coming year's rates were inconsistent with the methodology approved in the prior year, HF&H worked with GWR staff to correct these issues and a new rate application was submitted.

We have reviewed the corrected rate application and found that the company prepared the application consistently with the methodology approved in the prior year.

Review of Operating Component

There are three rate components to GWR's rate request: 1) calculation and application of the Operating Component Factor (OCF) as prescribed in the Agreement; 2) the respective disposal and/or processing component of each rate; and, 3) the Agency Franchise Fee.

There are three indices used to determine the OCF: the CPI, the fuel index, and the labor index. The annual percent change in each of the indices used to calculate the OCF are described in the table below.

The GWR rate application documents the calculation of the annual percentage change and the weighting factors used for each index and then calculates the final OCF of 2.7% for the City.

	Index %	Weighting %	Weighted Index
Labor Costs (ECI)	2.1%	26.9%	0.6%
Fuel Costs	0.0%	4.7%	0.0%
Other Costs (CPI)	3.1%	68.4%	2.1%
TOTAL		100%	2.7%

Note: Numbers may not calculate exactly due to rounding

Review of Disposal/Processing Component

The disposal and processing component(s) are based on the difference between the most recent 12 month period available at the time of submission (March 2016 through February 2017) and May 2015 through February 2016 annualized. For this review we compared these periods rather than using full 12 month over 12 month periods due to the fact that GWR tonnage data is not available for that full time period. For FY 18/19 rates, the data will be available to perform this calculation consistent with the Franchise Agreement.

The disposal and processing components also consider the tipping fees charged by the District. The District's Board of Directors have approved tip fee increases which have been accounted for in the

Mr. Brian McMinn

May 23, 2017

Page 4 of 4

calculation of new rates described here. The following table describes the changes in the City's tonnage for each material type.

	Annualized May 2015 - February 2016	March 2016- February 2017	% Change in Tonnage
Solid Waste	9,284.2	9,803.3	5.6%
Recycling	2,162.3	2,379.8	10.1%
Yard Trimmings	897.9	1,101.8	22.7%
Food Waste	32.4	154.2	375.5%
C&D	1,078.9	1,430.5	32.6%

Review of Fee Component

The final step of the rate adjustment process is to ensure that the fee component of each rate matches the contractual percentage of 15% for fees remitted to the City by GWR.

New Rates

GWR has identified the need for certain rates not initially approved. This is contemplated in Article 8 of the Agreement and results from customers requesting service levels that were not known at the time of the initial contract. HFH has reviewed the relationship of proposed rates to other rates charged and believes that the proposed rates are reasonable, given the level of service requested by customers. Attached hereto is a table of all new rates proposed by GWR. HFH recommends adopting these rates by resolution, provided that the City Council agrees that they are reasonable and necessary.

* * * * *

We would like to express our appreciation to GWR staff for their timeliness, assistance, and cooperating in this process. Should you have any questions, please call me at 925/977-6959 or rchilton@hfh-consultants.com.

Sincerely,

HF&H CONSULTANTS, LLC



Rob Hilton, CMC
Vice President

Attachment A: New Rates Exhibit G-3

ATTACHMENT A:
NEW RATES EXHIBIT G-3

Exhibit G-3 Rates Effective July 1, 2017

Note: All rates are monthly unless stated otherwise.

Residential Solid Waste Collection Rates			
Service Level	Solid Waste	Recycling	Organics
Curbside 32 Gallon	\$15.76	Included	Included
Curbside 64 Gallon	\$19.76	Included	Included
Curbside 96 Gallon	\$22.44	Included	Included
Curbside Low Income	\$13.51	Included	Included
Curbside Senior Rate	\$7.95	Included	Included
Notes: See Exhibit B1 for specific service availability			

Commercial/Multi-Family Solid Waste Collection Rates						
	Frequency					
Service Level	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
32-Gallon Cart	\$17.18	\$35.04	\$52.57	\$70.08	\$87.61	\$105.12
64-Gallon Cart	\$32.94	\$67.20	\$100.80	\$134.39	\$168.00	\$201.60
96-Gallon Cart	\$42.46	\$86.62	\$129.92	\$173.23	\$216.54	\$259.85
1-Cubic Yard Bin	\$92.08	\$187.85	\$281.78	\$375.71	\$469.64	\$563.56
2-Cubic Yard Bin	\$183.21	\$373.75	\$560.62	\$754.38	\$934.37	\$1,121.25
3-Cubic Yard Bin	\$275.20	\$561.41	\$842.12	\$1,122.81	\$1,403.52	\$1,684.23
4-Cubic Yard Bin	\$366.84	\$748.36	\$1,122.54	\$1,496.72	\$1,870.90	\$2,245.07
6-Cubic Yard Bin	\$433.37	\$884.08	\$1,326.12	\$1,768.16	\$2,210.20	\$2,652.23
8-Cubic Yard Bin	\$577.85	\$1,178.82	\$1,768.22	\$2,357.64	\$2,947.05	\$3,536.46
2-Cubic Yard Compactor	\$223.40	\$454.13	\$681.19	n/a	n/a	n/a
3-Cubic Yard Compactor	\$335.48	\$681.98	\$1,022.96	n/a	n/a	n/a
4-Cubic Yard Compactor	\$447.22	\$909.12	\$1,363.67	n/a	n/a	n/a

Commercial/Multi-Family Recycling Collection Rates						
	Frequency					
Service Level	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
64-Gallon Cart	\$4.94	\$10.08	\$15.12	\$20.16	\$25.20	\$30.24
96-Gallon Cart	\$6.37	\$13.00	\$19.49	\$25.98	\$32.48	\$38.97
1-Cubic Yard Bin	\$13.81	\$28.17	\$42.27	\$56.36	\$70.44	\$84.53
2-Cubic Yard Bin	\$27.48	\$56.07	\$84.10	\$113.15	\$140.15	\$168.19
3-Cubic Yard Bin	\$41.28	\$84.21	\$126.32	\$168.43	\$210.53	\$252.63
4-Cubic Yard Bin	\$55.02	\$112.25	\$168.38	\$224.51	\$280.63	\$336.76
6-Cubic Yard Bin	\$65.01	\$132.61	\$198.91	\$265.23	\$331.53	\$397.84
8-Cubic Yard Bin	\$86.67	\$176.82	\$265.24	\$353.65	\$442.06	\$530.47
2-Cubic Yard Compactor	\$22.24	\$45.59	\$68.38	n/a	n/a	n/a
3-Cubic Yard Compactor	\$33.42	\$68.49	\$102.75	n/a	n/a	n/a
4-Cubic Yard Compactor	\$44.55	\$91.30	\$136.95	n/a	n/a	n/a

Commercial/Multi-Family Food Waste Collection Rates						
	Frequency					
Service Level	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
64-Gallon Cart	\$24.71	\$50.39	\$75.60	\$100.80	\$126.00	\$151.19
96-Gallon Cart	\$31.85	\$64.96	\$97.44	\$129.92	\$162.41	\$194.88
1-Cubic Yard Bin	\$69.06	\$140.89	\$211.33	\$281.78	\$352.23	\$422.67
2-Cubic Yard Bin	\$137.40	\$280.32	\$420.47	\$565.78	\$700.78	\$840.94

Commercial/Multi-Family Yard Trimmings Collection Rates						
	Frequency					
Service Level	1x/week	2x/week	3x/week	4x/week	5x/week	6x/week
64-Gallon Cart	\$24.71	\$50.39	\$75.60	\$100.80	\$126.00	\$151.19
96-Gallon Cart	\$31.85	\$64.96	\$97.44	\$129.92	\$162.41	\$194.88
1-Cubic Yard Bin	\$69.06	\$140.89	\$211.33	\$281.78	\$352.23	\$422.67
2-Cubic Yard Bin	\$137.40	\$280.32	\$420.47	\$565.78	\$700.78	\$840.94
3-Cubic Yard Bin	\$206.40	\$421.06	\$631.59	\$842.11	\$1,052.64	\$1,263.17
4-Cubic Yard Bin	\$275.13	\$561.27	\$841.91	\$1,122.54	\$1,403.18	\$1,683.81
6-Cubic Yard Bin	\$325.03	\$663.06	\$994.59	\$1,326.12	\$1,657.65	\$1,989.17
8-Cubic Yard Bin	\$433.38	\$884.11	\$1,326.17	\$1,768.23	\$2,210.29	\$2,652.34

Roll-Off Collection Rates (Per Pull)				
	Material			
Service Level	MSW	REC	YT	C&D
10 YD	\$280.66	\$210.23	\$210.23	\$280.66
20 YD	\$404.39	\$210.23	\$210.23	\$404.39
30 YD	\$528.13	\$210.23	\$210.23	\$528.13
40 YD	\$651.87	\$210.23	\$210.23	\$651.87
Roll-Off Compactor (Any)	\$977.80	\$210.23	N/A	N/A
Per Ton	\$65.88	-\$47.06	\$38.25	\$65.88

Additional Service Rates		
Service	Sector	Charge Per Event*
Cart Rental - All Sizes	RES	\$3.17
Cart Replacement	RES	\$63.47
Re-Delivery or Re-Start	RES	\$26.45
Cart Cleaning	RES	\$26.45
Non-Scheduled Collection	RES	\$20.10
Difficult to Service Cart	COM	\$1.06
Difficult to Service Bin	COM	\$3.17
Locking Bin	COM	\$52.89
Cart Replacement	COM	\$63.47
Cart Cleaning	COM	\$26.45
Bin Swap- Cleaning or Repainting	COM	\$79.34
Bulky - Recyclable	RES/COM	\$21.16
Bulky - Non Recyclable	RES/COM	\$26.45
Bulky - Event	RES/MFD	\$31.73
Covered Box	RO	\$79.34
Driver Time per Hour	RO	\$116.36
Dry Run or Relocation	RO	\$79.34
Extra Days	RO	\$26.45

*Note: Application of fees shall be as described in Franchise Agreement

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 6, 2017

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-,
AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH
KP PUBLIC AFFAIRS FOR PUBLIC RELATIONS AND ADVOCACY
SERVICES.**

REQUEST:

It is requested that City Council consider:

1. Adopting Resolution No. 2017-, authorizing the City Manager to execute a contract with KP Public Affairs for public relations and advocacy services.
2. Authorizing Finance Director to make appropriate accounting and budgetary entries.

BACKGROUND:

One of the most important issues facing the City of Marina is the protection and preservation of the City's water resources. The City's water resources and water policies have far-reaching impacts that extend beyond just the supply of water today.

The Monterey Peninsula Water Supply Project proposed by California American Water Company (CalAm) is a project to develop a desalination plant and associated facilities to supply water to areas that CalAm serves on the Monterey Peninsula. Various proposals and projects have evolved over time and are now focused on a large project located in Marina. The City has become increasingly concerned about the potentially significant and irreversible impacts of the Project on Marina's water supply, water quality, sensitive coastal environment and citizens.

The City has reviewed and commented on a draft EIR/EIS issued in January 2017 for this project. The California Public Utilities Commission and the Monterey Bay National Marine Sanctuary are being requested to issue permits and/or authorizations for different aspects of the Project.

It has become clear to the City of Marina that the potentially serious, significant and long-term adverse environmental impacts of the Project on the City have not been adequately studied, evaluated or mitigated, and a proper evaluation of the Project alternatives has been undermined by the legal deficiencies in the individual environmental analyses. The City is currently 100 percent dependent for its water supply on groundwater within the Salinas Valley Groundwater Basin. Marina's continued use of and access to this supply is essential to its continued economic vitality and sustainability of life.

The City of Marina's comments to the Draft EIR/EIS set forth that the document is legally inadequate in many critical subject areas and fails to meet the requirements of CEQA and NEPA. Some of the shortcomings of the document include: Inflated Water Demand; No Water Rights; Sustainable Groundwater Management Act Conflicts; Direct Legal Prohibitions; Inadequate Project Description; Wrong Environmental Baseline; Anticipated Groundwater Impacts; Inadequate Water Modeling; Brine Discharge Impacts; Coastal Ecosystem Impacts; Greenhouse Gas Emissions; Significant Historic Resource Impact; Deficient Environmental Justice Analysis; Inadequate Alternatives Analysis.

In view of the key missing information, faulty project Objective/Purpose and Need statements, inadequate analysis of multiple environmental impacts, deficient mitigation measures, and resulting inability to properly select and evaluate alternatives in the Draft EIR/EIS engaging a public relations firm to assist in advocacy, public relations services, collaboration with partners, coalition building, grassroots outreach, and transparency it critical to the citizens of Marina.

ANALYSIS:

After reaching out to various agencies requesting information and recommendations for a firm that specializes in advocacy, public relations and has a strong background in environmental, natural resources and water policy the firm of KP Public Affairs was recommended. The attached (“**EXHIBIT A**”) is a brochure from the firm.

The City has received a proposal from KP Public Affairs that proposes a combined budget of \$20,000 per month for a four month period for a total of \$80,000. The budget covers both advocacy and public relations services. Given the shortened timeframe, the level of support from the project developer and the need to reach and collaborate with citizens and the cities in the region, this project will require an intense level of effort and support and high level meetings in a relatively short time frame. KP Public Affairs will be able to revise the scope of work and budget as needed.

Advocacy Services

KP Public Affairs recommends an initial advocacy program that would include reaching out to critical audiences and pursuing their help in modifying the proposed project to protect the City’s water supply. This will include developing advocacy materials explaining the issues; explore the possibility of legislative oversight hearings; arranging meetings with key high level government offices and officials at the local, regional and state levels.

Public Relations Services

KP Public Affairs recommends an initial program that would include developing materials explaining the issues, utilizing communication channels to disseminate the City of Marina’s concerns about the project, and engaging City and Regional officials and residents to inform the political public. These services would include:

- Material development
 - Develop compelling materials explaining the City of Marina’s concerns regarding the project
- Media outreach
 - Develop a media calendar around the project that will respond to regulatory actions
 - Develop and distribute media products such as op-eds and press release that will draw attention to critical issues
 - Conduct backgrounders with local and relevant media to educate members of the press on the issue
- Events
 - Publicize events such as the City of Marina presentations to other cities and influencers that will elevate the City’s concerns about the project with relevant stakeholders
- Social media
 - Utilize social media channels to reach important audiences about the ramifications of the project as proposed
 - Updating the City website with materials that are easy to understand and resonate with residents about the project

- Third-party support
 - Work with city officials to encourage third parties to offer their input on the project and issues of concern
- Coalition building and collaboration
- Grassroots outreach

FISCAL IMPACT:

It is proposed that the City Council allocate \$80,000 from unallocated fund balance to cover the \$80,000 cost of KP Public Affairs.

CONCLUSION:

Staff recommends the City Council authorize the City Manager to execute a contract with KP Public Affairs subject to approval by the City Attorney for advocacy and public relations services relating to the Monterey Peninsula Water Supply Project.

Respectfully submitted,

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2016-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH KP
PUBLIC AFFAIRS FOR PUBLIC RELATIONS AND ADVOCACY SERVICES

WHEREAS, one of the most important issues facing the City of Marina is the protection and preservation of the City's water resources, and;

WHEREAS, the Monterey Peninsula Water Supply Project proposed by California American Water Company is a project to develop a desalination plant and associated facilities to supply water to areas that CalAm serves on the Monterey Peninsula, and;

WHEREAS, the City of Marina is increasingly concerned about the potentially significant and irreversible impacts of the Monterey Peninsula Water Supply Project on Marina's water supply, water quality, sensitive coastal environment and citizens, and;

WHEREAS, the City of Marina's comments to the Draft EIR/EIS for the Project set forth that the Draft EIR/EIS is legally inadequate in many critical subject areas and fails to meet the requirements of CEQA AND NEPA, and;

WHEREAS, there is a need to engage a public relations firm to assist in the advocacy, public relations services, collaboration with partners, coalition building, grassroots outreach and transparency of the Project to citizens, and;

WHEREAS, KP Public Affairs has the expertise needed to assist in these areas.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Marina does hereby authorize the City Manager to execute a contract with KP Public Affairs for \$80,000 subject to approval by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of June 2017, 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

KP

PUBLIC AFFAIRS

THE KP DIFFERENCE

KP Public Affairs offers all of the essential elements for developing a winning public affairs strategy – Policy-Oriented Advocacy, Comprehensive Public Relations, Knowledge-Based Analysis, Broad Expertise, Experienced Professionals, and the respect that is earned with a long History of Success.

The process of policy making is constantly changing in California. Term limits, changing demographics, technologically sophisticated interest groups, a savvy, activist-oriented population, and an economy large enough to influence markets and public policy decisions around the globe – all play a role. To succeed here, you need to recognize that California is not just a special place – it is a serious one. New business initiatives receive a more thorough review here than anywhere else. New ideas find more opportunities to take root and flourish.

KP Public Affairs is uniquely positioned to meet your needs. Our approach is based on a deep understanding of the law, the political environment and our clients' specific business goals and objectives. Our success and the quality of



KP Public Affairs: The Experts at Winning

service we deliver do not rise or fall with a change in political leadership. And with our emphasis on substantive analysis, KP is often called upon to lead negotiations on the major public policy issues facing the state each year.

We invite you to learn more about the combination of services and resources that KP offers. Let us help you design and execute a winning public affairs strategy.

POLICY-ORIENTED ADVOCACY

A successful advocacy program has three key elements:
1) political strategy, 2) policy knowledge and expertise, and
3) aggressive management and implementation.

Our approach is simple. We learn as much as possible about a client's issue, apply our resources to develop a comprehensive political strategy, bring our policy expertise and experience to bear and work tirelessly to achieve our clients' goals. To assist our clients, we use the following methods:

- **Issue Management:** KP conducts background research to understand the client's business so that we can effectively manage the issue at all levels and deliver winning message development, testimony preparation and presentations.
- **Legislative and Regulatory Issue Tracking:** Tracking issues is critical to identifying when and where legislation or regulation may emerge that could affect a client's business.
- **Ally Recruitment and Coalition Building:** When tackling an issue in the state government, it is often beneficial to enable many voices to carry the same message. KP successfully builds lobbying coalitions while managing public affairs and grassroots efforts.
- **Bill Drafting and Bill Analysis:** KP analyzes legislation to better understand how a proposed bill will affect a client's bottom line. We draft legislation to advance the specific goals and objectives that will serve our clients' interests most effectively.
- **Budget Advocacy:** KP follows the state budget throughout its various steps and advises clients on the business impact of proposed budget items and related funding issues. KP understands how funding is allocated, the ways budget bill language is shaped, and the impact that fees and public spending can have on our clients' interests.

COMPREHENSIVE PUBLIC RELATIONS

Creating a successful communications plan involves a lot more than media releases and news clips. It requires an understanding of the client's business, research and insight into the obstacles that have to be overcome, experience in shaping public opinion, a well-designed messaging program and the discipline to stick to it as well as the flexibility and creativity to respond quickly to an evolving situation.

At KP, effective communications are an integral part of everything we do. Our team of professionals has managed internal and external communications for some of the largest corporations in the world. We've helped to open multi-million-dollar casinos and major industrial plants, arranged for the preservation of thousands of acres of environmentally-sensitive lands, launched new products, and assisted with complex labor relations negotiations. A winning strategy often requires specific support in the following areas:

- **Strategic Counsel:** KP puts primary emphasis on initially developing a comprehensive strategy that accurately reflects our client's values and interests and that will accomplish their objectives. We continue to provide our clients with ongoing strategic counsel, recognizing that circumstances change and tactics often need to be revised.
- **Crisis Management:** In a competitive political environment, anyone can become a target – not always because of what you do but sometimes just because of who you are. Whether it involves politics, a natural disaster or an industrial accident, we have the resources, the experience, the agility and the commitment to tireless service to help our clients meet a crisis.
- **Reputation Management:** KP provides public relations services for corporations of all sizes. We understand the needs of both national and international firms, and can create a public relations program based on the unique needs of an individual company.
- **Media Relations:** KP has the media contacts and long-term relationships that are essential for managing day-to-day media relations for our clients. We organize major events, press conferences, editorial board tours and all the

other elements that go into encouraging positive coverage or responding to negative reports where needed. But we also understand that sometimes the best media relations involve keeping our clients' names out of the news.

- **Project Siting and Development:** When a client plans to locate a facility in a new area, managing perceptions at the local level is often essential for winning regulatory approval and avoiding hostile intervention from outside interests. KP has the experience and the record of proven success that has provided winning strategies for industrial projects large and small throughout the state.
- **Coalition Building:** Success can often depend on bringing together diverse groups that share an interest in a beneficial outcome. KP's experienced professionals have helped to organize some of the largest coalitions in California history.
- **Grassroots Outreach:** Building public support for an issue involves reaching deep into communities and working through grassroots organizations. KP brings our clients' messages into the community centers, city halls, church buildings, and neighborhoods to help build support and communicate with the public at the local level.

Successful representation of our clients
requires more than conventional methods.

COMPANY HISTORY

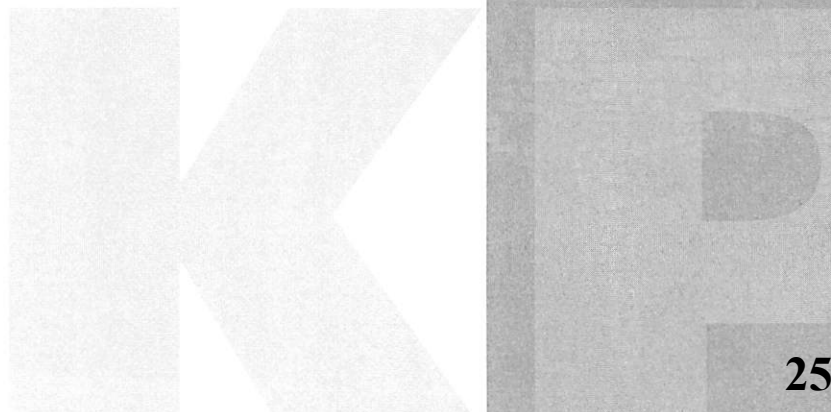
KP Public Affairs' leadership in public affairs management grows out of the recognition that in California today, successful representation of our clients requires more than conventional methods of lobbying and legislative advocacy can deliver. Government at all levels has become more transparent, more open to public participation and subject to much closer public scrutiny. Analysts, commentators, academics and the media take more interest in the powers of state and local government and their potential for changing public policy. Most important, in an age of term limits, the old-style of politics solely based on personal relationships can no longer meet the needs of the people who do business here.

That was just part of the vision that Michael Kahl and Frederick Pownall shared as they built KP Public Affairs into the largest public affairs management firm in California. Each had established his own, very successful advocacy practice beginning in the 1970s. In 1996, they joined together to create the modern firm, offering advocacy and analysis in a steadily expanding program of client services. Public Relations was added as an essential component of effective representation in 1996.

In 2004, KP Public Affairs successfully completed the transition of the firm's management and ownership to a larger partnership of senior professionals. And in 2005, the company further expanded the scope of its representation through a merger with the lobbying firm Manning & Associates.

For more than a decade,
KP Public Affairs has
been ranked as one of
the leading lobbying
firms in California.

— Records of the California
Secretary of State



KP's talented professionals bring extensive experience in many issue areas together under one roof. At the onset of our relationship with a client, we devote the time necessary to develop a comprehensive understanding of your business needs. Knowledge is what makes the governmental process work – knowledge of the rules, the issues and the people involved. It is a system that rewards creativity. KP offers noteworthy expertise in the following areas:

■ AGRICULTURE

California agriculture is the most productive in the country, but farming communities face epic challenges in the areas of urbanization, labor, and environmental quality. These challenges continue as state officials propose new policies to limit the use of California land and water resources. KP Public Affairs has successfully represented farm interests on a wide range of issues including fee increases, drainage and water quality and supply.

■ BUDGET ADVOCACY

The annual budget dance is a convoluted process that is a mystery to many, but not to KP. Each year, we shepherd important funding decisions through the budget process for public agency and corporate clients. KP has a track record of successfully getting funding in both good and bad budget cycles and limiting the imposition of unnecessary fees on our clients. We have helped clients get funding for historic restoration work, water conservation projects and to pay for new programs that benefited state contractors. We also have successfully advocated for legislative appropriations of bond measures passed by the voters.

■ BUSINESS REGULATION

KP Public Affairs represents a number of the state's leading business trade associations and has a long history of leadership in supporting governmental reforms. In the 1990s, KP led the campaign to require state agencies to consider the impact of new regulations on the state's economy and to establish economic impact as a significant factor in the regulatory process. In recent years, KP Public Affairs led the lobbying efforts to defeat onerous financial privacy rules and participated in the broader business community campaign to curb frivolous lawsuits.

■ ENERGY

For decades, KP Public Affairs has represented America's leading oil companies as well as numerous other energy-related clients in matters before the Legislature, the regulatory community and other policy-making bodies. KP Public Affairs has been involved in virtually every major change to the state's environmental and energy laws and regulations, and is universally recognized as the state's top strategic firm in this subject area.

■ ENVIRONMENTAL REGULATION AND LEGISLATION

KP Public Affairs has successfully represented companies large and small, from the top of Fortune's 500 to entrepreneurial startups, in helping business leaders work through some of the state's most controversial and complex environmental issues. Through its work with the Legislature, the Governor's office, state agencies and local air and water

quality boards, KP's environmental practice provides companies with strategic counsel and individualized assistance in mitigating adverse policy considerations and navigating the regulatory and legislative maze to achieve our clients' goals.

■ FINANCE

As the world's eighth largest economy, new developments in California's laws and regulations often play an important role in shaping national and international policy. KP Public Affairs led efforts in interstate banking and privacy protection that have served as models for other states and the United States Congress, and KP is the firm of record for many of the nation's top financial institutions.

■ HEALTH CARE

Through its representation of several of California's health care organizations, KP Public Affairs has helped to develop and shape some of the most complex aspects of the state's health care and financing policies. Our extensive experience working with leaders in the legislative, administrative and regulatory arenas have resulted in a decade of success for our hospital and medical provider clients as well as millions of dollars in new financing agreements.

■ INTERNATIONAL TRADE

California's geographic proximity to Asia has highlighted the importance of the goods movement industry, making it one of the fastest growing segments of the state's economy. As trade increases, the Legislature and state and local regulators have proposed new fees and taxes and greater regula-

tory control over port activities. KP Public Affairs worked to defeat legislation designed to curb international trade. Additionally, KP has worked with business stakeholders to create CALTrade, a lobbying coalition whose mission is to impact state trade policies.

■ LOCAL AND STATE GOVERNMENT

California has major budget and revenue problems to resolve, and the decisions made at the state level can have significant impact on the overall business climate, funding for education and infrastructure development, and local finance. KP Public Affairs is unique in our capability to provide in-depth analysis and counsel to a wide variety of governmental entities, including municipalities, educational institutions and county governments. With formulas, allocations and special programs at risk, and an increasing trend toward shifting responsibility and risk to local government, KP has played a central role in providing critical information for a wide range of institutions outside the Capitol.

■ NATURAL RESOURCES

California has a long history of leading the country in environmental protection. Land use, water, air quality, timber resource extraction, soil, wetlands, wildlife, native plants, coastal properties, mountain, desert and inland valleys – all face some of the most rigorous oversight and protection in the world. In many respects, the standards and restrictions invented in California have become the model for other states and nations. KP Public Affairs has been at the forefront of this evolving area of the law for

more than three decades. Our knowledge of the issues and experience with the regulatory agencies involved cannot be matched by any other firm.

■ PROCUREMENT

Landing a contract through the state procurement process requires an understanding of the inner workings of various state agencies and the Department of General Services. It can also require the ability to secure ongoing funding through the legislative budget process. Public policy expertise in KP Public Affairs' multiple practice areas helps inform our strategy and advocacy in almost every area of state procurement.

■ PROJECT SITING AND PROPERTY DEVELOPMENT

Adhering to the state's complex permitting and siting requirements can become a perplexing and ongoing drain on a company's resources. KP Public Affairs has successfully managed the approval process for several new facilities in which numerous local and environmental issues had to be addressed. Over the years, KP staff have played key roles in helping to enact many of California's statutes in this area. Our familiarity with the decision-making process and with the leaders on all sides of these debates greatly enhances our ability to build coalitions and generate local community and media support, which is often essential to protect the financial investments of our clients.

■ TAXATION

KP Public Affairs is uniquely positioned to tackle complicated tax issues that arise in the Legislature or taxing agencies. KP has developed a specialty in providing our clients with detailed information and far-reaching reports that address the potential effects of legislative proposals that seek to impose new fees or taxes on selected industries. Working with economists and other financial experts, our advocates are armed with sophisticated financial analysis that often makes the difference between winning or losing.

■ TORT REFORM

KP Public Affairs continues to lead California business coalitions who seek a fairer tort system. KP Public Affairs successfully represented a coalition of homebuilders in revamping California's construction dispute liability scheme. This multi-year effort began with the enactment of AB 1700 (Steinberg) that overhauled the pre-litigation dispute resolution process for condominium construction defect litigation. This success was followed by the enactment of SB 800 (Burton). SB 800 fundamentally changed the tort liability scheme for construction dispute cases. It contained the precedent-setting requirement that a homebuilder has the "right to repair" any condominium or single family home prior to being sued. KP Public Affairs has also represented lenders, insurers and other industries in efforts to reform the tort system.

■ TRIBAL GOVERNMENT

The growing empowerment of tribal governments throughout California is causing profound changes in the public life of the state, and opening new opportunities for government-to-government cooperation and economic development. KP Public Affairs provides strategic counsel, communications and public relations support, events coordination and public outreach for tribal governments as well as companies interested in new business opportunities within Indian Country.

■ WATER POLICY

No resource issue has had a greater or more contentious role in shaping the growth of California than water. KP Public Affairs includes several of the state's premier experts in water policy and development, which has enabled our company to remain at the forefront of decision-making for this most precious resource. Because water policy has far-reaching impacts that extend beyond storage and distribution to include many aspects of energy, land use and industrial and residential development, KP represents a broad range of interests on state and local matters.

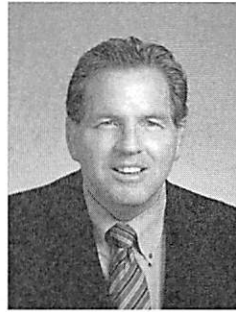
CLIENTS

At KP, we work in partnership with our clients to deliver positive business results. Our clients include many of the nation's most respected corporations, public agencies, companies that deal with environmental issues, leaders in agriculture, land use and development, resource managers, innovators, financial institutions, healthcare providers and entrepreneurs. Our clients are an important part of our success and many of them have been with us for years. Because their interests touch so many of the keys to California's future, KP is working at the center of most of the major policy issues that come before the Governor and the state Legislature. Our list of clients includes:

Aerojet Rocketdyne Holdings, Inc.	Dow Chemical Company
Airbnb, Inc.	Embassy of Japan
Akin Gump Strauss Hauer & Feld LLP	Ernst & Young LLP
Albemarle Corporation	Forest Landowners of California
American Technologies, Inc.	General Electric Company & Subsidiaries
Battery Council International	Genworth Financial, Inc.
Bell Helicopter	Google
California Academy of Cosmetic Surgery	Grant Thornton LLP
California Ambulatory Surgery Association	Hart InterCivic
California Business Roundtable	Hawaiian Gardens Casino
California Integrated Physician Practice Association	Hearing Healthcare Providers California
California Licensed Foresters Association	Hertz Corporation
California Manufacturers and Technology Association	High Desert Power Project, LLC
California Mortgage Bankers Association	ICL-IP America Inc.
California Orthotic and Prosthetic Association	KPMG LLP
California Restaurant Association	Lockheed Martin Corporation
California Small Business Association	Los Angeles County Business Federation (BizFed)
California Society of Anesthesiologists	Los Angeles Department of Water and Power
Carpet Collectors	Lyft, Inc.
CEMEX	Menzies Aviation
Cisco	Mojave Water Agency
Citigroup	Mosquito and Vector Control Association of California
Colgate-Palmolive	Opternative
Comcast Corporation and Affiliated Entities, Including NBC Universal Media, LLC	Pacific Merchant Shipping Association
Cozen O'Connor Public Strategies	Pepperdine University's Graziadio School of Business
Daimler	Pew Charitable Trusts
Deloitte LLP	Phelan Piñon Hills Community Services District
	Precision Castparts Corp. and affiliated companies

CLIENTS

PricewaterhouseCoopers, LLP
 Primerica Life Insurance Company
 Public Storage
 Purell/GoJo Industries
 Recurrent Energy, LLC
 Sacramento Children's Home
 Sacramento Transportation Authority
 San Joaquin Joint Powers Authority
 San Luis and Delta-Mendota Water Authority
 Shell Oil Company
 State Water Contractors
 Sunol Aggregates
 Surgical Care Affiliates
 Tenaska
 The Pacific Companies
 UST Global
 Veritec Solutions LLC
 Western Municipal Water District
 Western States Petroleum Association
 Western United Dairymen
 Westlands Water District
 Willow Springs Water Bank
 Wine Institute
 WME/IMG



MICHAEL BURNS

1201 K Street, Suite 800
Sacramento, CA 95814

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F 916-448-4923
E mburns@ka-pow.com

PROFESSIONAL EXPERIENCE

Michael Burns joined the firm in January of 2003. Mr. Burns' practice involves all aspects of public affairs consulting in both the KP Advocacy and KP Public Relations divisions. He is a registered lobbyist, working for a variety of clients on public policy issues before the Legislature and state government. Mr. Burns' legislative experience includes serving as Chief Consultant and as Chief of Staff to the Majority Leader of the California State Senate. During his service in the Legislature, Mr. Burns was involved in several major revisions of state law, including interstate banking, victims' rights and regulatory reform.

Mr. Burns also served as head of Burson-Marsteller's Public Affairs practice in Southern California and Chicago. During his tenure with Burson-Marsteller, Mr. Burns managed an international campaign to secure approval for a new wireless standard, developed and patented by a U.S. company. Additionally, he served as the leader of Burson-Marsteller's utility practice, representing investor owned utilities throughout the country.

Mr. Burns also headed the strategic planning and corporate consulting divisions of an entertainment company involved in talent management and film and television production.

Mr. Burns' clients include Western States Petroleum Association, Pacific Merchant Shipping Association, and NBC/Universal.

EDUCATION

University of California, Santa Barbara, 1978.

PROFESSIONAL MEMBERSHIPS AND ACTIVITIES

Mr. Burns serves on the Board of the California State Summer School of the Arts.

Mr. Burns is married and the father of three children. He and his wife are active in fundraising for local schools and organizations.



JENNY DUDIKOFF

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PROFESSIONAL EXPERIENCE

Jenny Dudikoff joined KP's public relations team in early 2013 with a strong background in communications and government affairs.

Ms. Dudikoff has experience on a variety of ballot measure campaigns ranging from energy initiatives to tax and fee initiatives and redistricting reform. Jenny was heavily involved in the Legislative and Congressional redistricting reform efforts that have taken place in California including Proposition 11 (2008), Proposition 20 and 27 (2010) and Proposition 40 (2012). She was instrumental in the passage of Proposition 40 by managing the day-to-day outreach and earned media components of the campaign.

Ms. Dudikoff also has extensive experience managing issue advocacy campaigns including Californians Against Higher Taxes (CAHT) and Californians Against Food and Beverage Taxes (CAFBT). In 2010, Jenny managed the day-to-day CAFBT efforts including an aggressive grassroots effort along with an effective communications program. As the lead on both projects, Jenny worked closely with the media to coordinate public hearings, press conferences, and local events.

Her work has also involved developing and executing statewide grassroots and communication strategies on a number of issues, developing campaign materials and tracking legislation.

Over the years, Jenny has worked very closely with California's business community and leaders to educate voters, opinion leaders and the press on the importance of increasing jobs and recovering California's economy.

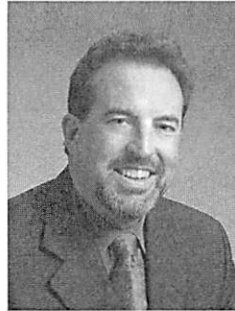
Jenny also has experience working on a variety of technical healthcare issues including the access and quality of patient care and the increased use of biotechnology in the practice of medicine.

Ms. Dudikoff has also acted as a spokesperson on several projects ranging from Proposition 23 to the Small Business Action Committee as well as multiple issue advocacy efforts.

Prior to joining KP, Jenny served as a Senior Account Executive for Goddard Claussen/West in Sacramento.

EDUCATION

Jenny graduated from California State University, Chico with a bachelor's degree in Political Science.



ED MANNING

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PROFESSIONAL EXPERIENCE

Mr. Manning is a partner with KP Public Affairs. A registered lobbyist and environmental lawyer with extensive government, political and legal experience, Mr. Manning has led broad-based coalitions on such diverse issues as greenhouse gas legislation, construction defect litigation reform, water supply infrastructure and land use reform among others. He has been the lead negotiator for business interests on many landmark legislative efforts, including most recently, SB 375 (Steinberg) that creates relief from the California Environmental Quality Act (CEQA) for homebuilders and a new planning process for land use and transportation to achieve greenhouse gas reductions. Mr. Manning has also been successful in shaping various bond measures for clients and assisting them in receiving competitive grants for regional water supply projects and infill infrastructure funding to support housing.

A recognized authority on environmental and resource regulatory issues, Mr. Manning frequently lobbies regulatory agencies, including the California Environmental Protection Agency and Resources Agency as well as their numerous member departments including the State Water Resources Control Board, Air Resources Board, Department of Fish and Game, Department of Water Resources and Integrated Waste Management Board. Mr. Manning also lobbies local governments and commissions.

Mr. Manning represents a variety of clients in helping shape California's ongoing regulatory processes to implement AB 32 (the Global Warming Solutions Act of 2006), which will establish mandatory greenhouse gas reductions for industries doing business in California.

Before he began lobbying full time, Mr. Manning was a partner in the Los Angeles law firm of Weston,

Benshoof (now part of Alston & Bird). His practice focused on environmental, resource and land use law.

Mr. Manning also has extensive experience in the public sector, serving as General Counsel to Lieutenant Governor Leo McCarthy and as his designated alternate on the State Lands Commission. There, Mr. Manning was one of the architects of California's Oil Spill Prevention and Response Act (OSPRA). Prior to that, Mr. Manning spent several years in the Santa Monica City Attorney's Office and the Los Angeles County District Attorney's Office.

EDUCATION

Rider University, Lawrenceville, NJ 1982 –
B.A. Political Science

Loyola Law School, Los Angeles, CA 1985 –
Juris Doctor

PROFESSIONAL MEMBERSHIPS AND ACTIVITIES

Mr. Manning recently served on the Finance Committee for the election of Sacramento Mayor Kevin Johnson. Mr. Manning is a member of the Board of the Sacramento Area Chamber of Commerce. He previously served as co-chair of the Mono Lake Committee Board of Directors. While living in Los Angeles, Mr. Manning was a member of the Los Angeles Board of Airport Commissioners. He also served on the Blue Ribbon Commission on Water Rates and the Environmental Affairs Commission. He is a member of the State Bar of California. Mr. Manning is married and the father of two daughters. He and his wife are active in fundraising for Christian Brothers High School as well as other local organizations.



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PROFESSIONAL EXPERIENCE

Eric Newman has over 26 years of expertise in the full panoply of environmental issues facing California regulators and legislators. Mr. Newman practiced for eleven years (nine as a partner) as an environmental compliance attorney and lobbyist for the San Francisco-based law firm of Landels, Ripley & Diamond and the past 11 years as an environmental specialist at KP Public Affairs. Mr. Newman has focused on toxics, the California Environmental Quality Act, surface water and drinking water regulation, Proposition 65, air, solid and hazardous waste matters, as well as a host of other environmental and non-environmental issues, as both a lobbyist and lawyer for major business concerns, state-wide organizations and as a coordinator of numerous coalitions, on both regulatory and legislative matters. KP Public Affairs is the top ranked political advocacy firm in California. Mr. Newman's work has contributed in major ways to the firm's reputation and standing in this state.

Mr. Newman has been a key component in building the firm's environmental practice on both the legislative and regulatory fronts. He is well known by the environmental committee members and staff in the legislature as well as the California Environmental Protection Agency and all of its environmental agencies. Mr. Newman knows the ins-and-outs of the environmental issues and players as one of the select few of successful environmental lobbyists in California.

Mr. Newman's clients include aerospace, manufacturing, waste management and a host of major corporate players in the environmental area as well as a number of small and medium size companies active in the state. Mr. Newman has coordinated numerous high

stakes and high visibility coalitions from chrome 6 and perchlorate drinking water issues to major revisions to the State's Superfund and other environmental cleanup laws. Mr. Newman also has worked for numerous years for a variety of clients on the State's Underground Storage Tank Cleanup Fund. He is a regular presence in the Cal EPA building and is often consulted by senior regulators on difficult environmental issues.

Mr. Newman started his legal career as an associate for five years with the Orange County-based law firm of Rutan and Tucker as a land use litigator in state and federal courts, and as an assistant City Attorney for the cities of Irvine, Laguna Beach, San Clemente, Villa Park and San Fernando.

Mr. Newman is married and has three older children, all in college or grad school, who have been very successful in water polo and swimming. Mr. Newman has played a key role in volunteering his time to such efforts and participating in related local commissions and other local government and political activities.

EDUCATION

Mr. Newman attended UC Davis as an undergrad where he finished first in both of his majors, economics and political science public service and in the upper one percent of the graduating class with highest honors. He also attended law school at UC Davis, graduating with highest honors and focusing on environmental and water law.

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2017-, FINDING
THE CURRENT OPERATION OF THE CEMEX MINE MEETS THE
ELEMENTS REQUIRED FOR A PUBLIC NUISANCE DUE TO ITS EROSION
EFFECTS ON THE SOUTHERN MONTEREY BAY COAST AND FINDING
THAT THE CEMEX MINE TO BE IN VIOLATION OF SECTIONS 17.41.260
AND 17.25.030 OF THE MUNICIPAL CODE.**

Due to the size of this staff report (2,044 pages) a link has been provided to the City's Website
Home Page: <http://www.ci.marina.ca.us/DocumentCenter/View/6922>

This is a large document and may take a few moments to load up onto your computers