



SAN RAFAEL CITY COUNCIL – MONDAY, MAY 6, 2019

**SPECIAL MEETING AT 5:30 PM
CITY MANAGER'S CONFERENCE ROOM, CITY HALL
1400 FIFTH AVENUE, SAN RAFAEL, CALIFORNIA**

1. Interview Applicants and Consider Appointments to Fill Four Four-Year Terms and One Alternate Four-Year Term to the End of May 2023, on the Citizens Advisory Committee on Economic Development & Affordable Housing Due to the Expiration of Terms of Dirk Brinckerhoff, Bill Carney, Kati Miller, William O'Connell, Jr., and Alternate Member Gladys Gilliland (CC)

Recommended Action – Interview applicants and make appointments

**REGULAR MEETING
COUNCIL CHAMBERS, CITY HALL
1400 FIFTH AVENUE, SAN RAFAEL, CALIFORNIA**

AGENDA

OPEN SESSION – COUNCIL CHAMBERS, CITY HALL

1. None.

CLOSED SESSION – THIRD FLOOR CONFERENCE ROOM, CITY HALL

2. Closed Session: - None.

OPEN TIME FOR PUBLIC EXPRESSION – 7:00 PM

The public is welcome to address the City Council at this time on matters not on the agenda that are within its jurisdiction. Please be advised that pursuant to Government Code Section 54954.2, the City Council is not permitted to discuss or take action on any matter not on the agenda unless it determines that an emergency exists, or that there is a need to take immediate action which arose following posting of the agenda. Comments may be no longer than two minutes and should be respectful to the community.

CITY MANAGER'S REPORT:

3. City Manager's Report:

CONSENT CALENDAR:

The opportunity for public comment on consent calendar items will occur prior to the City Council's vote on the Consent Calendar. The City Council may approve the entire consent calendar with one action. In the alternative, items on the Consent Calendar may be removed by any City Council or staff member, for separate discussion and vote.

4. Consent Calendar Items:

- a. **Approval of Minutes**
Approve Minutes of City Council / Successor Agency Regular Meeting of Monday, April 15, 2019 (CC)
Recommended Action – Approve as submitted

- b. **Statement of Economic Interests Annual Filings**
Report on Fair Political Practices Commission Form 700, Statement of Economic Interests, 2018 Annual Filings, for Section 87200 Filers and Designated Employees, Including Consultants, Design Review Board, Park and Recreation Commission and Successor Agency Oversight Board (CD)
Recommended Action – Accept report

- c. **400 Upper Toyon Drive Detachment Request and Proposed Tax Sharing Agreement**
Resolution Approving and Authorizing the City Manager to Enter into a Tax Exchange Agreement with the Town of Ross in Connection with the Proposed Detachment of 400 Upper Toyon Drive (Assessor's Parcel No. 012-121-28) from the City of San Rafael and Its Annexation to the Town of Ross, in Addition to the Property Owner's Offer of Payment (CA)
Recommended Action – Adopt Resolution

- d. **San Rafael Wildfire Advisory Committee**
Resolution Establishing the San Rafael Wildfire Advisory Committee, Appointing Initial Committee Members and Adopting Committee Guidelines (FD)
Recommended Action – Adopt Resolution

- e. **Public Service Recognition Week**
Resolution Supporting Public Service Recognition Week 2019 (HR)
Recommended Action – Adopt Resolution

- f. **National Police Week**
Resolution Supporting National Police Week 2019 (PD)
Recommended Action – Adopt Resolution

- g. **Fleet Vehicle Purchases**
Resolution Authorizing the City Manager to Increase the Approved Purchase Price for Three Police Patrol Cars by \$8,000 Each (\$24,000 Total for Three) for a Total Not-to-Exceed Purchase Amount of \$195,000 (PW)
Recommended Action – Adopt Resolution

- h. **Fire Station 54 & 55 Reconstruction Design**
Resolution Awarding and Authorizing the City Manager to Execute A Professional Services Agreement with Loving Campos Associates, Architects, Inc. for Design of the Fire Stations 54 and 55 Renovation in the Amount of \$615,175, and Further Delegating to the City Manager Authority to Exercise the Option to Add Construction Administration Services in An Amount Not-to-Exceed \$113,742 At a Later Date for a Total Amount Not to Exceed \$728,917 (PW)
Recommended Action – Adopt Resolution

i. **2018-19 Restriping Project**

Resolution Awarding and Authorizing the City Manager to Execute a Construction Agreement for the 2018-19 Restriping Project, City Project No. 11359, to Bayside Stripe & Seal, Inc. in the Amount of \$701,270.00, and Authorizing Contingency Funds in the Amount of \$48,730 for a Total Appropriated Amount of \$750,000 (PW)

Recommended Action – Adopt Resolution

SPECIAL PRESENTATIONS:

5. Special Presentations:

- a. Presentation of Resolutions Supporting Public Service Recognition Week and National Police Week (HR)
- b. Police Department Award Ceremony (PD)

OTHER AGENDA ITEMS:

6. Other Agenda Items:

a. **Renter Protections**

Informational Report on Proposed Renter Protection Policies: Mandatory Mediation and Just Cause Eviction (CM)

Recommended Action – Accept report and provide direction to staff

b. **Climate Change Action Plan Adoption and Greenhouse Gas Emissions Report (CM)**

1) Resolution Adopting Addendum No. 4 to the Certified San Rafael General Plan 2020 Final Environmental Impact Report (FEIR) (SCH# 2003052031), Prepared for the San Rafael Climate Change Action Plan 2030

Recommended Action – Adopt Resolution

2) Resolution Adopting the San Rafael Climate Change Action Plan 2030 (City File #P19-003)

Recommended Action – Adopt Resolution

3) Annual Report on the Greenhouse Gas Inventory and Reduction Strategy for 2016

Recommended Action – Accept report

4) Report on the 2019-2020 Two-Year Work Plan Priorities

Recommended Action – Accept report

COUNCILMEMBER REPORTS / REQUESTS FOR FUTURE AGENDA ITEMS:

(including AB 1234 Reports on Meetings and Conferences Attended at City Expense)

7. Councilmember Reports:

SAN RAFAEL SUCCESSOR AGENCY:

1. Consent Calendar: -None.

ADJOURNMENT:

Any records relating to an agenda item, received by a majority or more of the Council less than 72 hours before the meeting, shall be available for inspection in the City Clerk's Office, Room 209, 1400 Fifth Avenue, and placed with other agenda-related materials on the table in front of the Council Chamber prior to the meeting. Sign Language interpreters and assistive listening devices may be requested by calling (415) 485-3066 (voice), emailing Lindsay.lara@cityofsanrafael.org or using the California Telecommunications Relay Service by dialing "711", at least 72 hours in advance of the meeting. Copies of documents are available in accessible formats upon request. Public transportation is available through Golden Gate Transit, Line 22 or 23. Paratransit is available by calling Whistlestop. Wheels at (415) 454-0964. To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting/hearing, individuals are requested to refrain from wearing scented products.



SAN RAFAEL CITY COUNCIL STAFF REPORT

Department: City Clerk

Prepared by: Lindsay Lara, City Clerk

City Manager Approval: _____

TOPIC: Citizens Advisory Committee on Economic Development & Affordable Housing Interviews

SUBJECT: INTERVIEW APPLICANTS AND CONSIDER APPOINTMENTS TO FILL FOUR FOUR-YEAR TERMS AND ONE ALTERNATE FOUR-YEAR TERM TO THE END OF MAY 2023, ON THE CITIZENS ADVISORY COMMITTEE ON ECONOMIC DEVELOPMENT & AFFORDABLE HOUSING DUE TO THE EXPIRATION OF TERMS OF DIRK BRINCKERHOFF, BILL CARNEY, KATI MILLER, WILLIAM O'CONNELL, JR., AND ALTERNATE MEMBER GLADYS GILLILAND

RECOMMENDATION:

Interview the following applicants and make appointments to the Citizens Advisory Committee:

Name
Gladys Gilliland
Bill Carney
Dirck Brinckerhoff
J.e.b. Pickett
Kati Miller
Kelly Alga
Shingai Samudzi
William O'Connell, Jr.

BACKGROUND:

At the meeting of March 18, 2019, the City Council called for applications for the Citizens Advisory Committee to fill four four-year terms and one alternate four-year term to the end of May 2023 due to the expiration of terms of Dirk Brinckerhoff, Bill Carney, Kati Miller, William O'Connell, Jr., and Alternate Member Gladys Gilliland. Nine (9) applications were received in the City Clerk's Office by the deadline of Tuesday, April 9, 2019; however, one applicant withdrew their application.

COMMUNITY OUTREACH:

The call for applications for the Citizens Advisory Committee was advertised in Snapshot (the City Manager's e-newsletter), the City website, Nextdoor and Facebook social media platforms.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

FOR CITY CLERK ONLY

File Number:

Council Meeting:

Disposition:

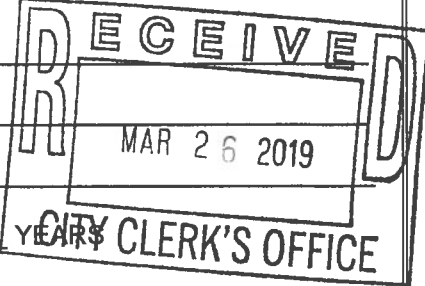
RECOMMENDED ACTION:

Interview applicants and make appointments.

ATTACHMENTS

1. Eight (8) applications
2. Citizens Advisory Committee Guidelines

CITY OF SAN RAFAEL
APPLICATION TO SERVE AS MEMBER OF CAC



NAME: _____ Gladys C Gilliland
STREET ADDRESS: _____
CITY/STATE/ZIP CODE: _____ San Rafael, CA 94903

RESIDENT OF THE CITY OF SAN RAFAEL FOR _____ 62

PRESENT POSITION: Retired

NAME OF FIRM: _____

BUSINESS ADDRESS: _____

*HOME & BUSINESS PHONE: _____

*E-MAIL ADDRESS: _____

EDUCATION: B.A., M.S., CHU, C# FC

PARTICIPATION IN THE FOLLOWING CIVIC ACTIVITIES: Starting 1958- PTA, School Board, Home Owners Ass, Bond Campaign (City & Schools), Jewish Branch Community Relations & Activities

MEMBER OF FOLLOWING CIVIC ORGANIZATIONS: Main Forum, CAC (San Rafael), Measure Oversight Committee for last two TVT tax measures

MY REASONS FOR WANTING TO SERVE ARE: To represent the needs of our older residents of San Rafael
Serving as an Alternate leaves room for others.

DESCRIBE POSSIBLE AREAS OF CONFLICT OF INTEREST: none

DATE: 3/15/2019

SIGNATURE: Gladys C. Gilliland

Filing Deadline:
Date: Tuesday, April 9, 2019
Time: 5:00 p.m.

Mail or deliver to:
City of San Rafael, City Hall, Dept. of City Clerk
1400 Fifth Avenue, Room 209, San Rafael, CA 94901

* This information will be kept confidential, to the extent permitted by law

Profile

Question applies to Citizens Advisory Committee on Economic Development & Affordable Housing, Design Review Board, Planning Commission

The deadline for filing applications is **Tuesday, April 9, 2019, at 5:00 p.m.** in the City Clerk's Office.

William _____ Carney _____
First Name Middle Initial Last Name

Which Boards would you like to apply for?

Citizens Advisory Committee on Economic Development & Affordable Housing: Submitted

Email Address

Street Address Suite or Apt
San Rafael CA 94901
City State Postal Code

Are you a resident of San Rafael

Yes No

18
Resident of the City of San Rafael for how many years?

Primary Phone Alternate Phone

Self-employed _____ Principal _____
Employer Job Title

Business Address

Landscript Associates 166 Greenwood Ave. San Rafael, CA 94901

How did you learn about this vacancy? *

City Council Agenda

Interests & Experiences

Do you participate in any civic activities?

San Rafael Citizens Advisory Committee on Economic Development and Affordable Housing (2019 Chair); General Plan 2040 Steering Committee; Climate Change Action Plan 2030 Advisory Committee; TAM Measure AA Expenditure Committee (2018); TAM Electric Vehicle Working Group; Drawdown Marin (Carbon Sequestration Working Group)

List any civic organizations of which you are a member:

Sustainable San Rafael (President); Time to Lead on Climate Coalition (Co-Chair); Coalition for a Livable Marin (Steering Committee); Yerba Buena Gardens Festival (Finance Chair); San Francisco Friends of the Urban Forest (Past President); San Francisco Redevelopment Agency (public service, 1979 - 2004, including Director of Yerba Buena, South of Market, and Transbay redevelopment areas)

Education:

Masters of Landscape Architecture (Environmental Planning), U.C. Berkeley B.A. (English Literature), Williams College

Why are you interested in serving on a board or commission?

I wish to continue furthering the economic, social and environmental vitality of San Rafael--providing a voice for housing diversity and affordability, a walk-able downtown and neighborhoods, energy-efficient transportation alternatives, diverse local business development, and sustainability.

Describe possible areas in which you may have a conflict of interest with the City:

Past conflict-of-interest forms that I have submitted in connection with service on the CAC did not indicate any conflicts, and there have been no recent changes.

[BC_Curriculum_vitae_2018_.doc](#)

Upload a Resume

Demographics (Optional)

The demographic information you choose to provide is **VOLUNTARY** and **OPTIONAL** and refusal to provide it will not subject you to any adverse treatment. This information will be considered confidential, kept separate from your application and will not be used for evaluating applications or making appointments. The City of San Rafael will use this information solely to conduct research and compile statistical reports regarding the composition of its Board and Commission applicants.

Ethnicity:

To which gender to your most identify?

[Redacted]

How old are you?

[Redacted]



William Carney

Summary of Qualifications

Thirty years experience creating and interpreting exceptional public environments. Unique written and verbal communicator, committed to collaborative and community creativity and to socially and environmentally responsible design. Skilled in project management, planning and environmental design. Successful in accomplishing complex urban revitalization.

Consulting Experience

Landscript Associates, 1972-Present, Principal

- Facilitated content and design of interactive core exhibits for Museum of the African Diaspora, San Francisco.
- Wrote Shoreline Park interpretive signage master plan, San Rafael, Ca.
- Developed interpretive elements of Mahany Sustainability Garden, Roseville, Ca.
- On design team for award-winning urban forestry plan for Thousand Oaks, Ca.
- Wrote innovative environmental textbook for Berkshire County, Massachusetts.
- Compiled town plans for Great Barrington and Leverett, Massachusetts.
- Pioneered the effective use of taped interviews to involve the public in planning processes in Leverett, Massachusetts and Cincinnati, Ohio.
- Wrote hillside development guidelines for Cincinnati and proposal that established Cincinnati's model urban forestry program.
- Wrote proposal that preserved Yokum Ridge in West Stockbridge, Massachusetts.
- Designed competition entries for Flight 93 Memorial, Oklahoma City Memorial, San Francisco Federal Building Plaza and National Peace Garden.
- Designed land poem installations for multiple sites.

Publications

- *A Citizen's Guide to Maintaining Neighborhood Places* (Interior Dept.)
- *The Hip-Pocket Urban Tree Planter* (Ca. Department of Forestry)
- *What's Happening on Milton Street* (Landscript Associates)
- *Cities* (North Atlantic Books)
- *Mountain, an Evolutionary Epic* (Pan/Gaia Books)
- *The Emerging Landscape of Peace* (Editor, ADPSR)
- Articles in *Landscape Architecture*, *Places* and other publications

Public Service

San Francisco Redevelopment Agency, 1979-2004.

Senior Project Manager, Senior Landscape Architect, Architectural Associate

Yerba Buena Gardens

- Managed staff and budget for 87-acre showcase downtown redevelopment area.
- Conducted selection, negotiation and administration of six architectural contracts, totaling \$16 million, and three garden construction contracts, totaling \$55 million.
- Managed nine artworks by ethnically diverse artists, including Martin Luther King Memorial, as well as identity and orientation signage throughout Gardens.
- Managed highly public design review and approval process.
- Conducted difficult design resolution process between lead architects.
- Programmed Children's Center, including a lead role in conceiving and incorporating Children's Creativity Museum.
- Designed conceptual scheme for Jessie Square.
- Responsible for start up and oversight of Gardens operations and maintenance.

- Negotiated development agreements and conducted public approval process for Jessie Square Garage, Westfield San Francisco Center, St. Regis Hotel, Paramount residential tower and Eugene Coleman senior housing.

South of Market Redevelopment Area

- Managed staff and budget for 63-acre high-need redevelopment area.
- Developed strategy to achieve revitalization without displacement through infill creation, rehabilitation and preservation of affordable housing stock.
- Developed Sixth Street design guidelines and streetscape improvements.
- Managed Redevelopment Plan Amendment process to enhance public powers, working closely with sometimes contentious Project Area Committee.

Transbay Redevelopment Survey Area

- Completed and obtained Board of Supervisors' endorsement of Transbay 2020 Redevelopment Concept Plan and Design Concept for new Transbay Terminal.
- Managed staff, budget and public process and supervised selection, contracting & work of five major consultant teams.
- Maintained close liaison with Mayor's Office and Planning Department.

Other Projects

- Prepared and oversaw implementation of South Beach streetscape master plan.
- Managed programming, planning, design and construction documentation for over \$5 million of other Agency improvements, including Innes Avenue Affordable Homes, LaSalle Heights open space and Geary Avenue street improvements.
- Secured \$50,000 in state funding and directed implementation of demonstration urban forestry plantings at Hunters View Public Housing and Van Ness Avenue.
- Drafted San Francisco urban forestry ordinance for Mayor's Task Force.
- Established and facilitated residential and commercial maintenance associations.
- Conducted design review of landscape architectural, site planning and urban design aspects of private and public projects in all redevelopment areas.

Education and Registration

University of California, Berkeley, CA.

Masters of Landscape Architecture, Environmental Planning

Williams College, Williamstown, MA.

Bachelor of Arts, English and Environmental Studies , Phi Beta Kappa

Punahou Academy, Honolulu, HI.

California Landscape Architect, License 002266

Civic and Professional Activities

American Society of Landscape Architects (ASLA)

Sustainable San Rafael, President, **Time to Lead on Climate**, Co-Chair

San Rafael CAC on Economic Development & Affordable Housing, Chair

Drawdown Marin Carbon Sequestration Working Group

Yerba Buena Arts & Events, Board of Directors, Finance Chair

San Francisco Friends of the Urban Forest, Former President

San Francisco Planning and Urban Research (SPUR)

Frequent professional and academic speaker, including ASLA, UC Berkeley, UC Davis and Williams College. Keynote speaker at annual meetings of the California Council of Landscape Architects, Council of Educators in Landscape Architecture and Cincinnati Hillside Trust.

Profile

Question applies to Citizens Advisory Committee on Economic Development & Affordable Housing, Design Review Board, Planning Commission

The deadline for filing applications is **Tuesday, April 9, 2019, at 5:00 p.m.** in the City Clerk's Office.

J.e.b. Pickett
First Name Middle Initial Last Name

Which Boards would you like to apply for?

Citizens Advisory Committee on Economic Development & Affordable Housing: Submitted

[Redacted]
Email Address

[Redacted] Apt 10
Street Address Suite or Apt
San Rafael CA 94901
City State Postal Code

Are you a resident of San Rafael

Yes No

8
Resident of the City of San Rafael for how many years?

[Redacted] [Redacted]
Primary Phone Alternate Phone

The Goldman Law Firm Attorney
Employer Job Title

Business Address

55 Main St. Tiburon, CA 94920

How did you learn about this vacancy? *

City Council Agenda

Interests & Experiences

Do you participate in any civic activities?

Not presently.

List any civic organizations of which you are a member:

San Rafael Yacht Club, Corinthian Yacht Club, San Rafael Channel Association

Education:

San Francisco State University, BA U.C. Hastings College of the Law, San Francisco

Why are you interested in serving on a board or commission?

To give back to the community and to help create and shape a better San Rafael for all citizens.

Describe possible areas in which you may have a conflict of interest with the City:

None, other than as a homeowner.

[Upload a Resume](#)

Demographics (Optional)

The demographic information you choose to provide is **VOLUNTARY** and **OPTIONAL** and refusal to provide it will not subject you to any adverse treatment. This information will be considered confidential, kept separate from your application and will not be used for evaluating applications or making appointments. The City of San Rafael will use this information solely to conduct research and compile statistical reports regarding the composition of its Board and Commission applicants.

Ethnicity:

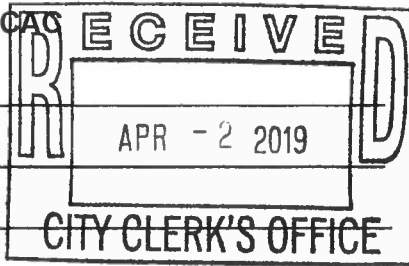
To which gender to your most identify?

[Redacted]

How old are you?

[Redacted]

CITY OF SAN RAFAEL
APPLICATION TO SERVE AS MEMBER OF CAC



NAME: KATI Millee

STREET ADDRESS: [REDACTED]

CITY/STATE/ZIP CODE: SAN RAFAEL, CA

RESIDENT OF THE CITY OF SAN RAFAEL FOR 6+ YEARS

PRESENT POSITION: RETIRED

NAME OF FIRM: _____

BUSINESS ADDRESS: _____

*HOME & BUSINESS PHONE: [REDACTED]

*E-MAIL ADDRESS: [REDACTED]

EDUCATION: B.A. Psychology U.C. Berkeley
MBA Haas School of Business, UC Berkeley

PARTICIPATION IN THE FOLLOWING CIVIC ACTIVITIES: PRESIDENT, PEACOCK POINT OWNERS ASSOCIATION, SECRETARY SAN PEDRO ROAD COALITION BOARD

OF DIRECTORS, MEMBER EXECUTIVE COUNCIL REDWOOD HIGH SCHOOL ALUMNI ASSOCIATION, MEMBER CHINA CAMP ROAD FIX PROJECT TEAM

MEMBER OF FOLLOWING CIVIC ORGANIZATIONS: MEMBER, SCHURIG CENTER FOR BRAIN RECOVERY, BOARD OF DIRECTORS, MEMBER, CAC

MY REASONS FOR WANTING TO SERVE ARE: I HAVE LEARNED A GREAT DEAL ABOUT THE CITY'S ECONOMIC DEVELOPMENT & AFFORDABLE HOUSING INITIATIVES THE PAST FOUR YEARS AND WOULD LIKE TO CONTINUE TO PROVIDE MY INPUT & SUPPORT OF THESE IMPORTANT EFFORTS.

DESCRIBE POSSIBLE AREAS OF CONFLICT OF INTEREST: NONE

DATE: 3/30/2019

SIGNATURE: [Signature]

Filing Deadline:
Date: Tuesday, April 9, 2019
Time: 5:00 p.m.

Mail or deliver to:
City of San Rafael, City Hall, Dept. of City Clerk
1400 Fifth Avenue, Room 209, San Rafael, CA 94901

* This information will be kept confidential, to the extent permitted by law

List any civic organizations of which you are a member:

Not applicable at this time, but looking forward to join some of San Rafael's civic organizations

Education:

Attended college back in the late 80', early 90's but did not obtain a college degree

Why are you interested in serving on a board or commission?

I feel like I have a lot to contribute to a city organization based on my career of the last 30 years in Project Management

Describe possible areas in which you may have a conflict of interest with the City:

No conflicts of interest

[Kelly_Alga_Resume_June_2018.doc](#)

Upload a Resume

Demographics (Optional)

The demographic information you choose to provide is **VOLUNTARY** and **OPTIONAL** and refusal to provide it will not subject you to any adverse treatment. This information will be considered confidential, kept separate from your application and will not be used for evaluating applications or making appointments. The City of San Rafael will use this information solely to conduct research and compile statistical reports regarding the composition of its Board and Commission applicants.

Ethnicity:

To which gender to your most identify?

[Redacted]

How old are you?

[Redacted]

Kelly A. Alga

[REDACTED]
[REDACTED]
San Rafael, CA 94901
Cell Phone [REDACTED]

Objective

To obtain a Senior level Project Management position in a challenging, creative environment utilizing my experience in business as well as technology. In addition, the opportunity to maintain an unsurpassed commitment to quality and professionalism, directly impacting company image and loyalty.

Summary of Expertise

- 20 years combined experience in Project Management within High Tech, Finance, Healthcare and Energy Markets
- Experience includes Project and Release management of end to end business systems software implementations such as Customer Relationship Management (CRM), Energy & Health Care Management Systems, Web Portal, Collaboration & Social Media projects & both new and migrating infrastructure projects.
- Solid experience in managing all phases and resources for full life cycle software development in regards to business analysis, design, back end and front-end development, change management, quality assurance testing, off-shore and on-shore vendor management, architecture, infrastructure, production implementation, support, stakeholder communications & partner management, including off-shore resources.
- Additional experience with global implementations, merger related projects, legacy system upgrades, infrastructure implementations & decommissioning of legacy products.
- Effective in balancing multiple priorities, projects and innovative strategies to continually meet and exceed company objectives as well as personal MBO's.

Personal Skills

- Exceptional analytical and follow-through skills
- Results-oriented with demonstrated capabilities in handling multiple complex projects across many different business units and technology partnerships.
- Excellent organizational skills.
- Ability to communicate effectively with a wide variety of groups and individuals, both vertically and horizontally, within an organization.

Proven areas of expertise:

- Business & Technical Project Management within High Tech, Health Care, Banking & Energy industries, managing mission critical applications supporting up to a 50,000 end-user base
- Technical Architecture/Network Infrastructure Design experience
- Process Development and Re-Engineering
- Global Implementations of various enterprise wide portals and applications
- Budgeting, Proposal Development, Statement of Work, Cost Estimating, and Scheduling
- Project Analysis, Design, Development, and Implementation
- Managing teams

Skills

Application Implementation Experience: BEA WebLogic Portal, Microsoft SharePoint 2007 & 2010, LifeRay , SiteCatalyst, FAST Search, Channel Secure, Tea Leaf, Siebel Sales Automation (CRM), Call Center, Marketing, eBusiness and Siebel Tools, Remedy 5.01, Remedy Web, Clearcase, SAP, JD Edwards One World, Saratoga Systems, Etrade Equity Edge, Sant Proposal System, Employease HRMS, Peoplesoft HR & Financials, Business Objects Reporting, Data Warehousing, Customer Support and web-based applications, Vantive, Clarify, Visio, Microsoft Project, HP Project & Portfolio Management Application

Database Experience: Oracle, SQL, SQL Analyzer

OS Experience: Windows, UNIX, and Linux

Work Experience

Sr. Project Manager - Feb 2018 to June 2018

Bell Carter Foods/Lindsey Olive Company – 590 Ygnacio Valley Rd, Walnut Creek CA 94596

Responsibilities: Worked collaboratively with the lines of business as a Sr Project Manager (e.g., Manufacturing, Finance, Marketing, Operations, Production, Supply Chain, Information Technology, PMO, Sales, etc.) to manage/implement JD Edwards One World Enterprise company-wide as well as multiple third-party reporting & analytical solution software projects across various user groups. This included deploying best-in-class rapid delivery using the Agile project methodology. For larger more complex projects within Bell Carter the waterfall methodology was utilized. Managed & aligned user needs and business value while streamlining channels for product delivery. Assisted the Business Analysts in identifying audience, user groups, needs and feature requirements. Managed full life-cycle project teams that consisted of Business Analysts, Technical Developers, Network Engineers, Security teams, QA testers & implementation groups. Delivered high value project management metrics/analytics across business lines as well as rapid delivery of mission critical business process re-engineering within rapidly changing departments. Prioritized the most important work (short-term & long term) and set tasks/milestone dates within the project plan to achieve business goals as well as technical, testing, compliance, and implementation deliverables. Worked with department managers/VP's & the business owners to balance tradeoffs among product value, design & technology. Developed acceptance criteria while acting as final release gatekeeper, provided status to executive teams as well as any third-party vendor involved with the project. Acted as the voice/representative of the projects in-flight, interfacing with enterprise leaders as an advocate for the both the product/technology & the business. Managed all change management within the organization and vendor management for various projects with contracted consulting companies & representative's. Continually worked with upper management within the business to simplify, improve, and standardize business management processes & streamline project lifecycles & change management. Managed project budgets, resource allocations & hours, executive presentations/status, metrics & reporting.

Sr. Project Manager - Consultant

Sept 2017 to Dec 2017

Pacific Gas & Electric Co – 77 Beale St, San Francisco CA 94105

Responsibilities: Worked collaboratively with the lines of business as a Sr Project Manager (e.g., Gas Operations, Electric Operations, Meter to Cash, etc.) to manage/implement multiple consumer & third-party billing analytical solution software projects across various user groups. This included deploying best-in-class rapid delivery using the waterfall project methodology. For larger more complex projects within PG&E the waterfall methodology was utilized. Managed & aligned user needs and business value while streamlining channels for product delivery. Assisted the Business Analysts in identifying audience, user groups, needs and feature requirements. Managed full life-cycle project teams that consisted of Business Analysts, Technical Developers, Network Engineers, Security teams, QA testers & implementation groups. Delivered high value project management metrics/analytics across business lines as well as rapid delivery of mission critical web applications. Prioritized the most important work (short-term & long term) and set tasks/milestone dates within the project plan to achieve business goals as well as technical, testing, compliance, and implementation deliverables. Worked with product managers & the business owners to balance tradeoffs among product value, design & technology. Developed acceptance criteria while acting as final release gatekeeper, provided status to executive teams as well as any third-party vendor involved with the project. Acted as the voice/representative of the projects in-flight, interfacing with enterprise leaders as an advocate for the both the product/technology & the business. Managed all change management and vendor management for various projects both on-shore and off-shore. Continually worked with upper management within the business to simplify, improve, and standardize business management processes & streamline project lifecycles & change management. Managed project budgets, resource allocations & hours, executive presentations/status, metrics & reporting.

Sr. Project Manager - Consultant**Feb 2016 to August 2016****Hewlett Packard Enterprise** – 8000 Foothills Blvd, Roseville CA 95747

Responsibilities: Project Manager as part of the CalWIN Covered California segment within HPE. Managed complex projects from proposal phase to project phase for Eligibility changes/logic, new business requirements from the State of California (Line of Business), integration with CalHEERS backend, defect fixes and support issues. Managed full life cycle software development methodologies, including Line of Business management, project budget, billable milestones, vendor management, developer oversight/management, integration testing, quality assurance testing, release management coordination, change management, implementation, support & executive reporting to Director and Senior Deputy Directors for the State of California. In addition, managed a major internal initiative to capture and report metrics that were part of the master agreement/contract between HPE and the State of California on various production and non-production systems, including coding, testing, support & production applications. These metrics were used to manage billable SLA milestones for each project. Tracked multiple projects concurrently using HPE's PPM (Project Management & Portfolio Management) tool. Managed and met with local County representatives throughout the State of California to ensure project status was communicated and testing plans were in place for each individual county. Responsible for resource assignments/allocation & time management for BA's, Developers, QA testing & implementation resources both on-shore & off-shore.

Sr. Project Manager - Consultant**Feb 2014 to August 2015****California Independent Systems Operator (Cal ISO)** – 250 Outcropping Way, Folsom, CA 95630

Responsibilities: Full Lifecycle project management of multiple high visibility efforts involving core energy management systems operations as well as new energy technologies. Created and maintained full budgets for multiple large-scale implementations of both infrastructure & energy software implementations. In addition, managed multimillion dollar project/budget as release manager to ensure operational excellence on main EMS system. FERC (Federal Energy Regulatory Commission) compliance projects for internal systems were also managed. Utilized Microsoft Project Server, based on a large scale internal implementation as well as SharePoint to manage projects and collaborate with various groups within the organization such as Lines of Business, Internal Technologies Product development, change management, Quality Assurance, engineering, integration teams, compliance, legal, DB groups and operations. Also managed vendor relationships with Siemens, ABB/Venti & Open Access Technology International (OATI).

Sr. Project Manager - Consultant**Feb 2013 to December 2013****Delta Dental of California** - 11155 International Dr, Rancho Cordova, CA 95670

Responsibilities: Project Manager within the IT Operations group managing all aspects of Infrastructure upgrades, patching, maintenance, and implementation of new systems where needed. Managed Unix, Network, Operations, release and DBA engineers to rollout new infrastructure. In addition, worked with Release Management to support code drops for major business systems within Delta Dental. Also managed major IT upgrades of business-critical software upgrades (Citrix 6.5). Acted as 24/7 IT Operations support Project Manager for any/all after-hours issues/efforts that needed resources from various teams across Delta.

Sr. Wholesale Intranet Project Manager**March 2005 to Feb 2013****Wells Fargo Wholesale Bank** - 333 Market St, San Francisco, CA 95103

Responsibilities: Lead Project Manager responsible for all projects/releases/enhancements of ice (WebLogic Portal) and Microsoft SharePoint Collaboration Space into the Wells Fargo Wholesale Services production environments supporting 45,000 internal business users nationwide. Duties include coordination and project management of integration teams and deliverables from the following teams; business analysis, software development & engineering, release coordination, architecture, quality assurance testing, training, support & marketing teams. Lead on communication to the business proponents/stakeholders/executives, managing timelines and critical path items, risk management, milestones, testing coordination and all aspects of enhancements, defects, and releases within the bank under the e-delivery framework. Oversee entrance and exit criteria for all phases of project timeline, sign off from technical and business groups/leads. Responsible for all documentation, release readiness tasks, coordination of game plans, design reviews, checkpoints. Originally was hired as a contractor, converted to FTE March of 2006.

eCommerce Coordinator/Business Analyst (Contract)**May 2004 to March 2005****Harley-Davidson Inc.** - 200 Helgenberger Rd Oakland, CA 94621

Responsibilities: Analyze and Manage the Sales Lead tracking software powered by Power Sports Network and used on Bob Dron's website www.bobdron.com. Work with vendor to enhance the sales tool where leads were brought in online for motorcycle purchases and online motor clothes orders. Work with vendor to enhance the tool and bring on new functionality to the company's website, such as eNews letter, Current Motorcycle Inventory page, capture database for all sales leads to use for email communications. Enhance user interface, usability, and streamline sales process using additional tools. Assisted in qualifying leads and was compensated for sales. Helped bring in additional revenues for company by setting up and managing online auctions for thousands of dollars of discontinued Parts and Accessories, and other items. Set up dealership website to sell all Genuine and Licensed Motor clothes online. Enabled and managed all aspects of eCommerce for Bob Dron Harley-Davidson Inc.

Business Systems Analyst/Project Manager (Contractor)**October 2003 to May 2004****SBC Internet Services** - 2600 Camino Ramon San Ramon, CA 94583

Responsibilities: Worked on capturing and analyzing business requirements for new Peoplesoft 8.42 web-based application to be rolled out throughout the United States for SBC. Migrating existing Vantive 7 system to PeopleSoft web-based application. In addition, working on developing Systems Requirements documents which further capture more of the technical aspect of how the application is to be developed and tested such as data migration, interface design with various web applications, and workflow process. Duties included meeting with the business contacts, understanding current business process and mapping them to Peoplesoft functionality, out of the box, and documenting any customizations/configurations that need to be completed. Documenting Interface agreements between various disparate systems to the CRM system as well as developing test conditions for QA. My areas of focus are Tech Support, Fulfillment, and Reporting.

Senior Business Systems Analyst/Project Manager**September 2002 to May 2003****Brocade Communications** - 1745 Technology Dr San Jose, CA 95134

Responsibilities: Single Point of contact between Brocades 350 end user Engineering Organization and IT as it pertained to all business systems used within the group. Managed Remedy Web implementation along with Source Code control system, ClearCase. Managed full lifecycle software releases/upgrades, server upgrades, issue management and resolution, interface design between various engineering automation tools, managed document versioning and control, UAT, oversaw testing efforts both system test and unit testing, managed development and configuration of business software. Developed strong relationships with Director level and above to ensure success of the systems rollout, often a challenge in an engineering organization. Developed Functional documents for the development team to begin design work, also developed test plans and cases for testing.

Lead Business Systems Analyst**January 2002 to September 2002****NetIQ Corporation** 3553 North First St San Jose, CA 95134

Responsibilities: Lead business analyst for Internal Business Applications/IT Department. In charge of Business Process for Global Sales, Marketing, Maintenance Renewal, Channel and IT support. Joined NetIQ three weeks prior to their go-live for a 650-user rollout of Siebel Sales Enterprise software. Took over ownership of various relationships between business owners and Business Applications department to work specifically on internal initiatives and drive them within our project team. Responsible for Design, Implementation, QA and support of on-going phased release of Siebel, which includes a planned project for interface design between Siebel and SAP. Also in charge of Change Management from an IT perspective, and Process Change from a business process perspective. Technical responsibilities are review and maintenance of custom interfaces used to auto-load data from web site to business application and to use SQL for data analysis. Application administration, workflow and application resource monitoring on production environment.

Senior Business Systems Analyst/IT Manager**January 2001 to June 2001****Securant Technologies Inc.** 345 California St Suite 2300 San Francisco, CA 94104

Responsibilities: Started employment with Securant as Senior Business Systems Analyst managing the full life-cycle implementation of their Siebel Mid-Market Sales, Call Center and eBusiness project for 150 users globally (EMEA), which included Sales, Marketing, Customer Support, and Professional Services. Responsibilities included leading requirements gathering, process analysis and re-engineering, GAP analysis, project management, managing developers, system testing, user acceptance testing, infrastructure build, remote connectivity (VPN Secure Access), end user training, and rollout. Promoted to IT Manager in March 2001 responsible for operations, MIS and support for global IT department. Managed 5 employees which consisted of UNIX, NT, and Linux system admins, help desk support, and operations employees. Responsible for day to day operations of all company equipment, security for global corporate network and change management. Reported to CFO of company.

Manager of Delivery Management West – CRM Business Unit March 1999 to January 2001
USinternetworking Inc. 1375 McCandless Dr. Milpitas, CA 95035

Responsibilities: Used professional concepts to manage and motivate employees responsible for planning, tracking, and managing project schedules for all Siebel client deliveries on the West coast. Managed approximately 13 full life-cycle Siebel implementations which included professional services work; functional expertise, configuration, business analysis and process re-engineering, workflow design, system test, user acceptance testing for US and EMEA clients (which included configuration of multi-currency and Channel Sales). Scoped and managed technical infrastructure requirements, including database sizing, for hosting of Siebel in our Data Center. Oversaw technical support of custom Siebel configuration and documented future enhancement requests.

Release Coordinator/ Senior Technical Analyst December 1997 to March 1999
Cisco Systems Inc. 170 W. Tasman Drive San Jose, CA 95134

Responsibilities: Coordinated, managed and scheduled internal global releases of sales force automation tool powered by Siebel Systems. Liaison between the Support & Training Organization and the Siebel development group. Assisted developers to create sales tools that better met the needs of our internal global organization based on requirements gathering. Implemented policies and procedures to build infrastructure of call center. Authored Service Level Agreements between development & support organizations. Also acted as Senior Technical Analyst supervising eight Level One support analysts on troubleshooting web-based tools, Oracle Database (ERP), Forecasting software and contact management tools. Special projects included globalization of the Training & Support Organizations in Paris France, comparative analysis of stand-alone sales tools, maintained internal web sites, and the global release of Forecast Tracker (received Cisco quarterly award).

Education

University of California Berkeley Extension Berkeley, CA

Various courses toward Bachelor's Degree in Information Systems Management

Wave Technologies International San Jose, CA 1997

Acquired Wave Technologies Certifications in Windows 95 Administration, Windows NT Core Technologies, Networking Essentials, Implementation of TCP/IP in Windows NT, A+ Microcomputer Hardware Support and Services, HTML and Internet Fundamentals

San Francisco City College San Francisco, CA 1994

General Studies

Profile

Question applies to Citizens Advisory Committee on Economic Development & Affordable Housing, Design Review Board, Planning Commission

The deadline for filing applications is **Tuesday, April 9, 2019, at 5:00 p.m.** in the City Clerk's Office.

Shingai _____ Samudzi _____
First Name Middle Initial Last Name

Which Boards would you like to apply for?

Citizens Advisory Committee on Economic Development & Affordable Housing: Submitted
Planning Commission: Submitted

Email Address

Street Address Suite or Apt
San Rafael CA 94901
City State Postal Code

Are you a resident of San Rafael

Yes No

2
Resident of the City of San Rafael for how many years?

Primary Phone Alternate Phone

Looker _____ Data Scientist _____
Employer Job Title

Business Address

2300 Harrison Street San Francisco, CA 94110

How did you learn about this vacancy? *

NextDoor

Interests & Experiences

Do you participate in any civic activities?

Organized the Rising Star of Oakland award for social entrepreneurship

List any civic organizations of which you are a member:

Currently: Rotary Club of Oakland Formerly: Chamber of Commerce, Berkeley Chamber of Commerce, Columbia,MO

Education:

BS, Decision Science Carnegie Mellon University

Why are you interested in serving on a board or commission?

I have a deep passion for land use policy and urban planning, and have spent the past several years developing patented models for evaluating community needs in order to develop optimal public policy.

Describe possible areas in which you may have a conflict of interest with the City:

None

[Profile.pdf](#)

Upload a Resume

Question applies to Design Review Board, Park and Recreation Commission, Planning Commission

NOTE: All Design Review Board, Planning Commission and Park & Recreation Commission members are required to file Fair Political Practices Commission Conflict of Interest Statements, which are open to public review.

[Resolution # 12129]

Demographics (Optional)

The demographic information you choose to provide is **VOLUNTARY** and **OPTIONAL** and refusal to provide it will not subject you to any adverse treatment. This information will be considered confidential, kept separate from your application and will not be used for evaluating applications or making appointments. The City of San Rafael will use this information solely to conduct research and compile statistical reports regarding the composition of its Board and Commission applicants.

Ethnicity:

None Selected

To which gender to your most identify?

None Selected

How old are you?

None Selected

Contact

[www.linkedin.com/in/shingai](#)
(LinkedIn)
[asoba.co](#) (Company)

Top Skills

Product Development
Data Analysis
Cloud Computing

Languages

English (Native or Bilingual)
French (Professional Working)
Spanish (Limited Working)

Honors-Awards

Carnegie Scholarship
HCI Innovator Award

Publications

The 10 Companies With The
Happiest Young Professionals
Driving Cost Effective Obesity
Care Delivery With Wearable
Technologies
The Creator's Handbook

Shingai Samudzi

Data Science & Social Entrepreneurship
San Francisco Bay Area

Summary

Connecting data science with meaningful social impact. Particularly interested in projects related to housing markets, food distribution, fintech, and access to health services

Experience

Looker

Data Analyst Consultant
February 2019 - Present
San Francisco, California

Best-in-class business intelligence and data science platform. Working with enterprise clients to customize Looker and implement best data practices that deliver high quality business insights.

Asoba

Owner
January 2018 - Present
San Rafael, California

Research and development of value-based real estate investment strategies. Developing proprietary data models for finding undervalued markets with high growth potential, particularly in communities traditionally overlooked by investors.

ProjectVision

Founder, CEO
May 2014 - November 2017 (3 years 7 months)
Berkeley, CA

Founder and lead engineer of a clinically validated patient engagement platform for chronic disease management. We developed machine learning models that helped care providers personalize interventions based on psychosocial factors.

Kaiser Permanente
Corporate Strategy

February 2013 - July 2015 (2 years 6 months)

Oakland, CA

Co-founder of an internal startup tasked by the CEO to develop and implement the talent management model that will enable the company to retain its leadership position within the healthcare through the transformational shifts brought by ACA.

Kaiser Permanente

Innovation Technology Consultant

June 2012 - July 2015 (3 years 2 months)

San Francisco Bay Area

Served as a bridge between internal business partners and Kaiser's technology stack to investigate technology solutions to business problems, build clinical technology workflows, and help improve business processes. Worked with a range of clinical specialties. Specialized in data integration, ETL, and workflow design.

Cerner Corporation

Software Designer

July 2010 - June 2012 (2 years)

Provided front-end (javascript) UX/UI design to help clinical groups customize Cerner's Millennium EMR platform. Won a Healthcare IT Innovator award for my ICU Flowsheet app design. Also played a key role in convincing senior executives to make heavy investment in Service Oriented Architecture in order to support a wide range of present and future mobile use cases.

US Department of Health and Human Services

Software Developer

March 2010 - June 2010 (4 months)

Washington D.C. Metro Area

Developed a PHP app that converted PDFs into HTML pages. We used this to convert hundreds of PDFs with useful public health data into web pages that could be indexed by Google and more easily found by the public.

BDA Global

Technical Consultant

January 2009 - March 2010 (1 year 3 months)

Washington D.C. Metro Area

Grant writing and consulting for federal and state level government contracts focused on Disaster Recovery and Continuity of Operations planning

Footprint Zeroed LLC
Co-Founder, CTO
October 2009 - February 2010 (5 months)
Washington D.C. Metro Area

Making carbon offsets trading accessible for B2C consumers online

Education

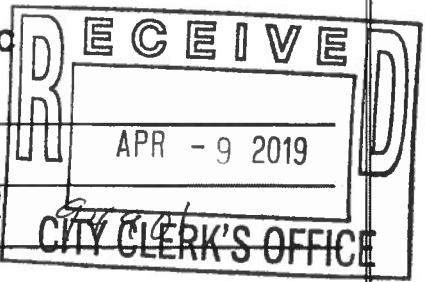
Carnegie Mellon University
BS, Decision Science, International Relations · (2004 - 2008)

Sciences Po Aix
Political Economy · (2007 - 2007)

David H. Hickman High School
· (2001 - 2004)

University of Oxford
Politics, Philosophy, and Economics · (2003 - 2003)

CITY OF SAN RAFAEL
APPLICATION TO SERVE AS MEMBER OF CAC



NAME:

BILL O'CONNELL

STREET ADDRESS:

[Redacted]

CITY/STATE/ZIP CODE:

SAN RAFAEL CA

RESIDENT OF THE CITY OF SAN RAFAEL FOR

30

YEARS

PRESENT POSITION:

Attorney

NAME OF FIRM:

O'CONNELL LAW OFFICES

BUSINESS ADDRESS:

[Redacted]

*HOME & BUSINESS PHONE:

[Redacted]

*E-MAIL ADDRESS:

[Redacted]

EDUCATION:

J.D.: New York University

A.B.: University of Notre Dame

PARTICIPATION IN THE FOLLOWING CIVIC ACTIVITIES:

Marin History Museum, former DIRECTOR

MARIN BAR Association

MEMBER OF FOLLOWING CIVIC ORGANIZATIONS:

Marin Chamber of Commerce

MY REASONS FOR WANTING TO SERVE ARE:

Make CAC proactive in giving input to the City Council, less reactive. Continue to focus on development and business vitality.

DESCRIBE POSSIBLE AREAS OF CONFLICT OF INTEREST:

None known of.

DATE:

4-9-19

SIGNATURE:

[Signature]

Filing Deadline:

Date: Tuesday, April 9, 2019

Time: 5:00 p.m.

Mail or deliver to:

City of San Rafael, City Hall, Dept. of City Clerk

1400 Fifth Avenue, Room 209, San Rafael, CA 94901

* This information will be kept confidential, to the extent permitted by law

CITIZENS ADVISORY COMMITTEE ON ECONOMIC DEVELOPMENT AND AFFORDABLE HOUSING

Guidelines for Advisory Committee

1. Purpose - The purpose of the Citizens Advisory Committee (CAC) is to advise City Council on economic development and affordable housing projects. In addition, the Committee provides residents, business owners and property owners with a forum to express their views on economic development and affordable housing projects.
2. Scope of the Committee - The Citizens Advisory Committee is a special single purpose body focused on economic development related projects in San Rafael. From time to time, the City Council may assign the Committee specific issues, outside of the Committee's normal purview, to consider and receive public input.
3. Functions - The Citizens Advisory Committee advises the City Council in two ways:
 - a) The Committee provides ongoing advice and feed back to the City staff in an informal liaison manner.
 - b) The Committee makes official recommendations to the City Council on those items which may be considered at City Council meetings.
4. Membership - Members of the Committee shall be appointed by the City Council. They shall be residents, property owners, or business people within the City of San Rafael. While meetings of the Advisory Committee shall be open to the public, only members of the Committee, appointed by the City Council, shall have voting rights.
5. Office and Staff - The office of the Committee for the transaction of business shall be the office of the City of San Rafael. City staff shall provide all necessary staff services to the Committee.
6. Meetings - The Committee shall adopt a regularly scheduled meeting time. They shall meet once a month at a set designated place. That meeting shall be open to the public, and the Committee may have other meetings as it deems advisable. Such special meetings may be called by the Chair, or by a majority of the Committee Members. Notice of each such meeting shall be given to each member twenty-four (24) hours in advance of the meeting, either by mail or telephone. A quorum of the meeting shall be constituted if 50 percent of the members are present.
7. Officers - The Committee shall select from among its members a Chair, a Vice-Chair, and a Secretary.
 - Chair - The Chair shall be the Chief Officer of the Committee and shall preside at all meetings. He/she shall be an ex-officio member of all sub-committees and shall have the general powers and duties usually vested in the office of Chair.
 - Vice-Chair - The Vice-Chair shall assume the office of Chair in the absence of the Chair.
 - Secretary - The Secretary shall keep or cause to be kept at the principal office of the Committee a book of Minutes of all meetings and record of attendance of all members. The Secretary shall also keep or cause to be kept such other records as shall be directed by the Committee.Officers shall be elected at the first meeting of the Committee each year and shall serve for a one (1) year term.

In the Council Chambers of the City of San Rafael, Monday, April 15, 2019 at 7:00 p.m.



**Regular Meeting
San Rafael City Council**

Minutes

Present: Mayor Phillips
Vice Mayor McCullough
Councilmember Bushey
Councilmember Colin
Councilmember Gamblin

Absent: None

Also Present: City Manager Jim Schutz
City Attorney Robert Epstein
City Clerk Lindsay Lara

[How to participate in your City Council meeting](#)

OPEN SESSION – COUNCIL CHAMBERS, CITY HALL

1. None.

CLOSED SESSION – THIRD FLOOR CONFERENCE ROOM, CITY HALL

2. Closed Session: - None.

OPEN TIME FOR PUBLIC EXPRESSION – 7:00 PM

- Gregory Poulos addressed the City Council regarding the Wildfire Protection and Prevention Action Plan / Mayor Phillips
- Mimi Willard, Coalition of Sensible Taxpayers (COST), addressed the City Council regarding Wildfire Protection and Prevention Action Plan / Mayor Phillips

CITY MANAGER'S REPORT:

3. City Manager's Report:

- City Manager Jim Schutz announced the City of San Rafael's receipt of the Joe Gardbarino Large Green Business of the Year Award at the State of the City Dinner and announced the Draft Climate Change Action Plan 2030 report and Sustainability Priorities would be presented at the May 6, 2019 City Council meeting.
Additionally, he announced the following upcoming events:
 - Earth Day on April 20, 2019.
 - Albert Park Playground Grand Opening on Monday, April 29th at 3:30pm, and April 27th
 - Fire Wise Workshops on May 2nd & 3rd

CONSENT CALENDAR:

4. Consent Calendar Items:

Item 4.f held from the Consent Calendar for comment

Councilmember Bushey moved and Councilmember Gamblin seconded to approve the remainder of the Consent Calendar Items:

- a. **Approval of Minutes**
Approve Minutes of City Council / Successor Agency Regular Meeting of Tuesday, April 2, 2019 (CC)
[Regular Meeting Minutes 2019-04-02](#)

Approved as submitted

- b. **Senate Bill 2 Planning Grants Program**
Resolution Endorsing and Authorizing the Filing of Applications for the Senate Bill 2 (SB 2) Planning Grants Program (CD)
[Senate Bill 2 Planning Grants Program](#)

RESOLUTION 14656 - RESOLUTION ENDORSING AND AUTHORIZING THE FILING OF APPLICATIONS FOR THE SENATE BILL 2 (SB 2) PLANNING GRANTS PROGRAM

- c. **Electronic Payment Acceptance Services Agreement**
Resolution Authorizing the City Manager to Execute an Agreement with Elavon, Inc. for Electronic Payment Acceptance Services for the Community Services Department in An Amount Not to Exceed \$200,000 (CS)
[Electronic Payment Acceptance Services](#)

RESOLUTION 14657 - RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH ELAVON, INC. FOR ELECTRONIC PAYMENT ACCEPTANCE SERVICES FOR THE COMMUNITY SERVICES DEPARTMENT IN AN AMOUNT NOT TO EXCEED \$200,000

- d. **City Quarterly Investment Report**
Acceptance of City of San Rafael Quarterly Investment Report for the Quarter Ending March 31, 2019 (Fin)
[City Quarterly Investment Report](#)

Accepted report

- e. **FEMA Hazard Mitigation and Pre-Disaster Mitigation Grant Funds**
Resolution Authorizing Designated City Employees to Execute and File on Behalf of the City of San Rafael All Assurances and Agreements Required to Accept and Manage Funds of All Open and Future Disasters and Grants Up to Three Years from Date of Approval (FD)
[FEMA Hazard Mitigation and Pre-Disaster Mitigation Grant Funds](#)

RESOLUTION 14658 - RESOLUTION AUTHORIZING DESIGNATED CITY EMPLOYEES TO EXECUTE AND FILE ON BEHALF OF THE CITY OF SAN RAFAEL ALL ASSURANCES AND AGREEMENTS REQUIRED TO ACCEPT AND MANAGE FUNDS OF ALL OPEN AND FUTURE DISASTERS AND GRANTS UP TO THREE YEARS FROM DATE OF APPROVAL

- g. **Annual Traffic Mitigation Fee Report**
Resolution Accepting the Annual Traffic Mitigation Fee Report and Determining That a Reasonable Relationship Exists Between the Current Need for Traffic Mitigation Fees Held Over Five Years and the Purposes for Which They Were Originally Collected (PW)
[Annual Traffic Mitigation Fee Report 2019](#)

RESOLUTION 14659 - RESOLUTION ACCEPTING THE ANNUAL TRAFFIC MITIGATION FEE REPORT AND DETERMINING THAT A REASONABLE RELATIONSHIP EXISTS BETWEEN THE CURRENT NEED FOR TRAFFIC MITIGATION FEES HELD OVER FIVE YEARS AND THE PURPOSES FOR WHICH THEY WERE ORIGINALLY COLLECTED

AYES: Councilmembers: Bushey, Colin, Gamblin, McCullough & Mayor Phillips
NOES: Councilmembers: None
ABSENT: Councilmembers: None

The following item was held from the Consent Calendar for comment:

- f. **Southern Heights Bridge Replacement Project**
Resolution Approving and Authorizing the City Manager to Execute Seven Agreements for Temporary Construction Easements with Property Owners on Southern Heights Boulevard, Meyer Road, and Pleasant Lane, in an Aggregate Total Amount Not to Exceed \$83,113 (PW)
[Southern Heights Bridge Replacement Project](#)

[Councilmember McCullough / Public Works Director Bill Guerin](#)

[Mayor Phillips invited public comment; however, there was none.](#)

[Councilmember McCullough moved and Councilmember Gamblin seconded to adopt the Resolution](#)

RESOLUTION 14660 - RESOLUTION APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE SEVEN AGREEMENTS FOR TEMPORARY CONSTRUCTION EASEMENTS WITH PROPERTY OWNERS ON SOUTHERN HEIGHTS BOULEVARD, MEYER ROAD, AND PLEASANT LANE, IN AN AGGREGATE TOTAL AMOUNT NOT TO EXCEED \$83,113

AYES: Councilmembers: Bushey, Colin, Gamblin, McCullough & Mayor Phillips
NOES: Councilmembers: None
ABSENT: Councilmembers: None

SPECIAL PRESENTATION:

5. Special Presentation:

- a. **Presentation from Marin Municipal Water District Regarding New Rates and Fee Proposals**
[Correspondence](#)
[PowerPoint Presentation by MMWD](#)

[City Manager Jim Schutz introduced Marin Municipal Water District General Manager Ben Horenstein who would give a presentation](#)

[Ben Horenstein](#)

[Mayor Phillips](#)

[Councilmember Bushey / Ben Horenstein](#)

[Councilmember Bushey / Ben Horenstein](#)

Councilmember Bushey / Ben Horenstein
Councilmember Bushey / Ben Horenstein
Councilmember McCullough / Ben Horenstein
Councilmember McCullough / Ben Horenstein
Councilmember McCullough / Ben Horenstein
Armando Quintero, Marin Municipal Water District Board Member
Councilmember McCullough
Councilmember McCullough / Ben Horenstein
Councilmember Gamblin / Armando Quintero / Ben Horenstein
Councilmember Gamblin / Armando Quintero
Councilmember Gamblin / Ben Horenstein / Armando Quintero
Councilmember Gamblin / Ben Horenstein
Councilmember Gamblin / Ben Horenstein / Armando Quintero
Councilmember Colin / Ben Horenstein
Councilmember Colin / Armando Quintero
Councilmember Colin / Armando Quintero
Councilmember Gamblin / Ben Horenstein
Mayor Phillips
Mayor Phillips / Armando Quintero
Mayor Phillips / Armando Quintero
Mayor Phillips invited public comment
Mimi Willard, Coalition of Sensible Taxpayers (COST)
Dave Bonfillio
Gregory Poulos
Ruth Pratt

Bill Pratt

There being no further comment from the audience, Mayor Phillips closed the public comment period

Mayor Phillips

Ben Horenstein

Mayor Phillips

OTHER AGENDA ITEMS:

6. Other Agenda Items:

- a. **400 Upper Toyon Drive Detachment Request and Proposed Tax Sharing Agreement
Consideration of a Proposed Tax Sharing Agreement with Town of Ross Relating to 400 Upper
Toyon Drive Detachment Request (CA)**
[400 Upper Toyon](#)

Mayor Phillips

Councilmember McCullough moved and Councilmember Bushey seconded to continue

Item continued

AYES: Councilmembers: Bushey, Colin, Gamblin, McCullough & Mayor Phillips

NOES: Councilmembers: None

ABSENT: Councilmembers: None

- b. **Flavored Tobacco Product Ban
Informational Report on Potential Ban on the Sale of Flavored Tobacco Products in San Rafael (CM)**
[Flavored Tobacco Product Ban](#)
[PowerPoint Presentation](#)

Ethan Guy, Community Development Department Principal Analyst, presented the staff report

Mayor Phillips

Councilmember Colin / Ethan Guy

Councilmember Colin / Ethan Guy

Councilmember Colin / Ethan Guy

Councilmember Gamblin / Ethan Guy / City Manager Jim Schutz

Councilmember Gamblin / Ethan Guy

Councilmember Gamblin / Ethan Guy

Councilmember Gamblin / Ethan Guy

Councilmember Gamblin

City Manager Jim Schutz

Councilmember Gamblin

Mayor Phillips invited public comment

Barry, Stephan, David Laseen, Jaime Rojas, National Association of Tobacco Outlets, Rebecca, VIP Buyer, Elena, VIP Sales Associate, Tamara, VIP Store Manager, Jesse, Dave Bonfillio, Bianca Vasquez, Eddie Walsch / Mayor Phillips, Pam Granger, Smoke Free Marin Coalition / Mayor Phillips, Bob Curry, Tobacco Control Program / City Manager Jim Schutz / Councilmember McCullough, Laura Walsch, Ted Taurino, VIP Adult Boutique / Mayor Phillips

Mayor Phillips closed the public comment period

Councilmember McCullough

Councilmember Bushey

Councilmember Colin

Councilmember Gamblin

Mayor Phillips

City Manager Jim Schutz

Mayor Phillips

Councilmember Gamblin / Ethan Guy

Councilmember Gamblin / Ethan Guy

Councilmember Gamblin

Councilmember Colin moved and Councilmember Bushey seconded to accept the report and provided direction for staff to return with data on bans elsewhere and its effect on youth consumption, full information on how youths are obtaining illegal tobacco products, and the possibility of an exemption for adult-only businesses.

Accepted report and provided direction to staff

AYES: Councilmembers: Bushey, Colin, McCullough & Mayor Phillips
NOES: Councilmembers: Gamblin
ABSENT: Councilmembers: None

COUNCILMEMBER REPORTS / REQUESTS FOR FUTURE AGENDA ITEMS:

7. Councilmember Reports:

Councilmember Colin reported on the General Plan 2040 Steering Committee

Mayor Phillips / Councilmember Bushey / Councilmember Colin

Mayor Phillips reported on Sonoma-Marín Area Rail Transit (SMART)

SAN RAFAEL SUCCESSOR AGENCY

1. Consent Calendar:

Member Bushey moved and Member Colin seconded to approve the Consent Calendar

- a. Successor Agency Quarterly Investment Report
Acceptance of Successor Agency Quarterly Investment Report (Fin)
[SA Investment Report](#)

Accepted report

AYES: Members: Bushey, Colin, Gamblin, McCullough & Chairman Phillips
NOES: Members: None
ABSENT: Members: None

ADJOURNMENT:

Mayor Phillips adjourned the City Council meeting at 9:43 p.m.

LINDSAY LARA, City Clerk

APPROVED THIS ____ DAY OF _____, 2019

GARY O. PHILLIPS, Mayor



SAN RAFAEL

THE CITY WITH A MISSION

Agenda Item No: 4.b

Meeting Date: May 6, 2019

SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: City Clerk's Office

Prepared by: Lindsay Lara, City Clerk

City Manager Approval:

TOPIC: STATEMENT OF ECONOMIC INTERESTS ANNUAL FILINGS

SUBJECT: REPORT ON FAIR POLITICAL PRACTICES COMMISSION FORM 700, STATEMENT OF ECONOMIC INTERESTS, 2018 ANNUAL FILINGS, FOR SECTION 87200 FILERS AND DESIGNATED EMPLOYEES, INCLUDING CONSULTANTS, DESIGN REVIEW BOARD, PARK AND RECREATION COMMISSION AND SUCCESSOR AGENCY OVERSIGHT BOARD

RECOMMENDATION: Accept report.

BACKGROUND:

On February 19, 2019, the City Council, by [Resolution No. 14636](#), updated/adopted a Conflict of Interest Code for Designated Employees as required by the Fair Political Practices Commission (FPPC).

The City Council is the Code Reviewing Body for all Forms 700, "Conflict of Interest Statement for Designated Employees", and the City Clerk is the Filing Officer.

The annual filings of Form 700 for designated employees, including the Design Review Board, Park and Recreation Commission, Successor Agency Oversight Board and the City's consultants, due April 2, 2019, were for the most part filed in a timely manner, substantially complying with filing requirements, and have been verified for completeness. These documents are available for review in the City Clerk's office.

All Forms 700, Statement of Economic Interests filed by the Mayor and City Council, Planning Commissioners, City Manager, City Treasurer/Finance Director and City Attorney were filed by the deadline of Tuesday, April 2, 2019. Originals were forwarded to the FPPC on April 3, 2019, with copies retained on file for public review.

ATTACHMENTS:

1. Conflict of Interest Code
 - a. Exhibit A – Designated Employee List
 - b. Exhibit B – Disclosure Categories

FOR CITY CLERK ONLY

Council Meeting:

Disposition:

(Regulations of the Fair Political Practices Commission, Title 2, Division 6, California Code of Regulations.)

§ 18730. Provisions of Conflict of Interest Codes.

(a) Incorporation by reference of the terms of this regulation along with the designation of employees and the formulation of disclosure categories in the Appendix referred to below constitute the adoption and promulgation of a conflict of interest code within the meaning of Section 87300 or the amendment of a conflict of interest code within the meaning of Section 87306 if the terms of this regulation are substituted for terms of a conflict of interest code already in effect. A code so amended or adopted and promulgated requires the reporting of reportable items in a manner substantially equivalent to the requirements of article 2 of chapter 7 of the Political Reform Act, Sections 81000, et seq. The requirements of a conflict of interest code are in addition to other requirements of the Political Reform Act, such as the general prohibition against conflicts of interest contained in Section 87100, and to other state or local laws pertaining to conflicts of interest.

(b) The terms of a conflict of interest code amended or adopted and promulgated pursuant to this regulation are as follows:

(1) Section 1. Definitions.

The definitions contained in the Political Reform Act of 1974, regulations of the Fair Political Practices Commission (Regulations 18110, et seq.), and any amendments to the Act or regulations, are incorporated by reference into this conflict of interest code.

(2) Section 2. Designated Employees.

The persons holding positions listed in the Appendix are designated employees. It has been determined that these persons make or participate in the making of decisions which may foreseeably have a material effect on economic interests.

(3) Section 3. Disclosure Categories.

This code does not establish any disclosure obligation for those designated employees who are also specified in Section 87200 if they are designated in this code in that same capacity or if the geographical jurisdiction of this agency is the same as or is wholly included within the jurisdiction in which those persons must report their economic interests pursuant to article 2 of chapter 7 of the Political Reform Act, Sections 87200, et seq.

In addition, this code does not establish any disclosure obligation for any designated employees who are designated in a conflict of interest code for another agency, if all of the following apply:

(A) The geographical jurisdiction of this agency is the same as or is wholly included within the jurisdiction of the other agency;

(B) The disclosure assigned in the code of the other agency is the same as that required under article 2 of chapter 7 of the Political Reform Act, Section 87200; and

(C) The filing officer is the same for both agencies.¹

Such persons are covered by this code for disqualification purposes only. With respect to all other designated employees, the disclosure categories set forth in the Appendix specify which kinds of economic interests are reportable. Such a designated employee shall disclose in his or her statement of economic interests those economic interests he or she has which are of the kind described in the disclosure categories to which he or she is assigned in the Appendix. It has been determined that the economic interests set forth in a designated employee's disclosure categories

are the kinds of economic interests which he or she foreseeably can affect materially through the conduct of his or her office.

(4) Section 4. Statements of Economic Interests: Place of Filing.

The code reviewing body shall instruct all designated employees within its code to file statements of economic interests with the agency or with the code reviewing body, as provided by the code reviewing body in the agency's conflict of interest code.²

(5) Section 5. Statements of Economic Interests: Time of Filing.

(A) Initial Statements. All designated employees employed by the agency on the effective date of this code, as originally adopted, promulgated and approved by the code reviewing body, shall file statements within 30 days after the effective date of this code. Thereafter, each person already in a position when it is designated by an amendment to this code shall file an initial statement within 30 days after the effective date of the amendment.

(B) Assuming Office Statements. All persons assuming designated positions after the effective date of this code shall file statements within 30 days after assuming the designated positions, or if subject to State Senate confirmation, 30 days after being nominated or appointed.

(C) Annual Statements. All designated employees shall file statements no later than April 1. If a person reports for military service as defined in the Servicemember's Civil Relief Act, the deadline for the annual statement of economic interests is 30 days following his or her return to office, provided the person, or someone authorized to represent the person's interests, notifies the filing officer in writing prior to the applicable filing deadline that he or she is subject to that federal statute and is unable to meet the applicable deadline, and provides the filing officer verification of his or her military status.

(D) Leaving Office Statements. All persons who leave designated positions shall file statements within 30 days after leaving office.

(5.5) Section 5.5. Statements for Persons Who Resign Prior to Assuming Office.

Any person who resigns within 12 months of initial appointment, or within 30 days of the date of notice provided by the filing officer to file an assuming office statement, is not deemed to have assumed office or left office, provided he or she did not make or participate in the making of, or use his or her position to influence any decision and did not receive or become entitled to receive any form of payment as a result of his or her appointment. Such persons shall not file either an assuming or leaving office statement.

(A) Any person who resigns a position within 30 days of the date of a notice from the filing officer shall do both of the following:

(1) File a written resignation with the appointing power; and

(2) File a written statement with the filing officer declaring under penalty of perjury that during the period between appointment and resignation he or she did not make, participate in the making, or use the position to influence any decision of the agency or receive, or become entitled to receive, any form of payment by virtue of being appointed to the position.

(6) Section 6. Contents of and Period Covered by Statements of Economic Interests.

(A) Contents of Initial Statements.

Initial statements shall disclose any reportable investments, interests in real property and business positions held on the effective date of the code and income received during the 12 months prior to the effective date of the code.

(B) Contents of Assuming Office Statements.

Assuming office statements shall disclose any reportable investments, interests in real property and business positions held on the date of assuming office or, if subject to State Senate confirmation or appointment, on the date of nomination, and income received during the 12 months prior to the date of assuming office or the date of being appointed or nominated, respectively.

(C) Contents of Annual Statements. Annual statements shall disclose any reportable investments, interests in real property, income and business positions held or received during the previous calendar year provided, however, that the period covered by an employee's first annual statement shall begin on the effective date of the code or the date of assuming office whichever is later, or for a board or commission member subject to Section 87302.6, the day after the closing date of the most recent statement filed by the member pursuant to Regulation 18754.

(D) Contents of Leaving Office Statements.

Leaving office statements shall disclose reportable investments, interests in real property, income and business positions held or received during the period between the closing date of the last statement filed and the date of leaving office.

(7) Section 7. Manner of Reporting.

Statements of economic interests shall be made on forms prescribed by the Fair Political Practices Commission and supplied by the agency, and shall contain the following information:

(A) Investment and Real Property Disclosure.

When an investment or an interest in real property³ is required to be reported,⁴ the statement shall contain the following:

1. A statement of the nature of the investment or interest;

2. The name of the business entity in which each investment is held, and a general description of the business activity in which the business entity is engaged;
3. The address or other precise location of the real property;
4. A statement whether the fair market value of the investment or interest in real property equals or exceeds \$2,000, exceeds \$10,000, exceeds \$100,000, or exceeds \$1,000,000.

(B) Personal Income Disclosure. When personal income is required to be reported,⁵ the statement shall contain:

1. The name and address of each source of income aggregating \$500 or more in value, or \$50 or more in value if the income was a gift, and a general description of the business activity, if any, of each source;

2. A statement whether the aggregate value of income from each source, or in the case of a loan, the highest amount owed to each source, was \$1,000 or less, greater than \$1,000, greater than \$10,000, or greater than \$100,000;

3. A description of the consideration, if any, for which the income was received;

4. In the case of a gift, the name, address and business activity of the donor and any intermediary through which the gift was made; a description of the gift; the amount or value of the gift; and the date on which the gift was received;

5. In the case of a loan, the annual interest rate and the security, if any, given for the loan and the term of the loan.

(C) Business Entity Income Disclosure. When income of a business entity, including income of a sole proprietorship, is required to be reported,⁶ the statement shall contain:

1. The name, address, and a general description of the business activity of the business entity;

2. The name of every person from whom the business entity received payments if the filer's pro rata share of gross receipts from such person was equal to or greater than \$10,000.

(D) Business Position Disclosure. When business positions are required to be reported, a designated employee shall list the name and address of each business entity in which he or she is a director, officer, partner, trustee, employee, or in which he or she holds any position of management, a description of the business activity in which the business entity is engaged, and the designated employee's position with the business entity.

(E) Acquisition or Disposal During Reporting Period. In the case of an annual or leaving office statement, if an investment or an interest in real property was partially or wholly acquired or disposed of during the period covered by the statement, the statement shall contain the date of acquisition or disposal.

(8) Section 8. Prohibition on Receipt of Honoraria.

(A) No member of a state board or commission, and no designated employee of a state or local government agency, shall accept any honorarium from any source, if the member or employee would be required to report the receipt of income or gifts from that source on his or her statement of economic interests.

(B) This section shall not apply to any part-time member of the governing board of any public institution of higher education, unless the member is also an elected official.

(C) Subdivisions (a), (b), and (c) of Section 89501 shall apply to the prohibitions in this section.

(D) This section shall not limit or prohibit payments, advances, or reimbursements for travel and related lodging and subsistence authorized by Section 89506.

(8.1) Section 8.1. Prohibition on Receipt of Gifts in Excess of \$470.

(A) No member of a state board or commission, and no designated employee of a state or local government agency, shall accept gifts with a total value of more than \$470 in a calendar year from any single source, if the member or employee would be required to report the receipt of income or gifts from that source on his or her statement of economic interests.

(B) This section shall not apply to any part-time member of the governing board of any public institution of higher education, unless the member is also an elected official.

(C) Subdivisions (e), (f), and (g) of Section 89503 shall apply to the prohibitions in this section.

(8.2) Section 8.2. Loans to Public Officials.

(A) No elected officer of a state or local government agency shall, from the date of his or her election to office through the date that he or she vacates office, receive a personal loan from any officer, employee, member, or consultant of the state or local government agency in which the elected officer holds office or over which the elected officer's agency has direction and control.

(B) No public official who is exempt from the state civil service system pursuant to subdivisions (c), (d), (e), (f), and (g) of Section 4 of Article VII of the Constitution shall, while he or she holds office, receive a personal loan from any officer, employee, member, or consultant of the state or local government agency in which the public official holds office or over which the public official's agency has direction and control. This subdivision shall not apply to loans made to a public official whose duties are solely secretarial, clerical, or manual.

(C) No elected officer of a state or local government agency shall, from the date of his or her election to office through the date that he or she vacates office, receive a personal loan from any person who has a contract with the state or local government agency to which that elected

officer has been elected or over which that elected officer's agency has direction and control.

This subdivision shall not apply to loans made by banks or other financial institutions or to any indebtedness created as part of a retail installment or credit card transaction, if the loan is made or the indebtedness created in the lender's regular course of business on terms available to members of the public without regard to the elected officer's official status.

(D) No public official who is exempt from the state civil service system pursuant to subdivisions (c), (d), (e), (f), and (g) of Section 4 of Article VII of the Constitution shall, while he or she holds office, receive a personal loan from any person who has a contract with the state or local government agency to which that elected officer has been elected or over which that elected officer's agency has direction and control. This subdivision shall not apply to loans made by banks or other financial institutions or to any indebtedness created as part of a retail installment or credit card transaction, if the loan is made or the indebtedness created in the lender's regular course of business on terms available to members of the public without regard to the elected officer's official status. This subdivision shall not apply to loans made to a public official whose duties are solely secretarial, clerical, or manual.

(E) This section shall not apply to the following:

1. Loans made to the campaign committee of an elected officer or candidate for elective office.
2. Loans made by a public official's spouse, child, parent, grandparent, grandchild, brother, sister, parent-in-law, brother-in-law, sister-in-law, nephew, niece, aunt, uncle, or first cousin, or the spouse of any such persons, provided that the person making the loan is not acting as an agent or intermediary for any person not otherwise exempted under this section.
3. Loans from a person which, in the aggregate, do not exceed \$500 at any given time.

4. Loans made, or offered in writing, before January 1, 1998.

(8.3) Section 8.3. Loan Terms.

(A) Except as set forth in subdivision (B), no elected officer of a state or local government agency shall, from the date of his or her election to office through the date he or she vacates office, receive a personal loan of \$500 or more, except when the loan is in writing and clearly states the terms of the loan, including the parties to the loan agreement, date of the loan, amount of the loan, term of the loan, date or dates when payments shall be due on the loan and the amount of the payments, and the rate of interest paid on the loan.

(B) This section shall not apply to the following types of loans:

1. Loans made to the campaign committee of the elected officer.

2. Loans made to the elected officer by his or her spouse, child, parent, grandparent, grandchild, brother, sister, parent-in-law, brother-in-law, sister-in-law, nephew, niece, aunt, uncle, or first cousin, or the spouse of any such person, provided that the person making the loan is not acting as an agent or intermediary for any person not otherwise exempted under this section.

3. Loans made, or offered in writing, before January 1, 1998.

(C) Nothing in this section shall exempt any person from any other provision of Title 9 of the Government Code.

(8.4) Section 8.4. Personal Loans.

(A) Except as set forth in subdivision (B), a personal loan received by any designated employee shall become a gift to the designated employee for the purposes of this section in the following circumstances:

1. If the loan has a defined date or dates for repayment, when the statute of limitations for filing an action for default has expired.

2. If the loan has no defined date or dates for repayment, when one year has elapsed from the later of the following:

a. The date the loan was made.

b. The date the last payment of \$100 or more was made on the loan.

c. The date upon which the debtor has made payments on the loan aggregating to less than \$250 during the previous 12 months.

(B) This section shall not apply to the following types of loans:

1. A loan made to the campaign committee of an elected officer or a candidate for elective office.

2. A loan that would otherwise not be a gift as defined in this title.

3. A loan that would otherwise be a gift as set forth under subdivision (A), but on which the creditor has taken reasonable action to collect the balance due.

4. A loan that would otherwise be a gift as set forth under subdivision (A), but on which the creditor, based on reasonable business considerations, has not undertaken collection action.

Except in a criminal action, a creditor who claims that a loan is not a gift on the basis of this paragraph has the burden of proving that the decision for not taking collection action was based on reasonable business considerations.

5. A loan made to a debtor who has filed for bankruptcy and the loan is ultimately discharged in bankruptcy.

(C) Nothing in this section shall exempt any person from any other provisions of Title 9 of the Government Code.

(9) Section 9. Disqualification.

No designated employee shall make, participate in making, or in any way attempt to use his or her official position to influence the making of any governmental decision which he or she knows or has reason to know will have a reasonably foreseeable material financial effect, distinguishable from its effect on the public generally, on the official or a member of his or her immediate family or on:

(A) Any business entity in which the designated employee has a direct or indirect investment worth \$2,000 or more;

(B) Any real property in which the designated employee has a direct or indirect interest worth \$2,000 or more;

(C) Any source of income, other than gifts and other than loans by a commercial lending institution in the regular course of business on terms available to the public without regard to official status, aggregating \$500 or more in value provided to, received by or promised to the designated employee within 12 months prior to the time when the decision is made;

(D) Any business entity in which the designated employee is a director, officer, partner, trustee, employee, or holds any position of management; or

(E) Any donor of, or any intermediary or agent for a donor of, a gift or gifts aggregating \$470 or more provided to, received by, or promised to the designated employee within 12 months prior to the time when the decision is made.

(9.3) Section 9.3. Legally Required Participation.

No designated employee shall be prevented from making or participating in the making of any decision to the extent his or her participation is legally required for the decision to be

made. The fact that the vote of a designated employee who is on a voting body is needed to break a tie does not make his or her participation legally required for purposes of this section.

(9.5) Section 9.5. Disqualification of State Officers and Employees.

In addition to the general disqualification provisions of section 9, no state administrative official shall make, participate in making, or use his or her official position to influence any governmental decision directly relating to any contract where the state administrative official knows or has reason to know that any party to the contract is a person with whom the state administrative official, or any member of his or her immediate family has, within 12 months prior to the time when the official action is to be taken:

(A) Engaged in a business transaction or transactions on terms not available to members of the public, regarding any investment or interest in real property; or

(B) Engaged in a business transaction or transactions on terms not available to members of the public regarding the rendering of goods or services totaling in value \$1,000 or more.

(10) Section 10. Disclosure of Disqualifying Interest.

When a designated employee determines that he or she should not make a governmental decision because he or she has a disqualifying interest in it, the determination not to act may be accompanied by disclosure of the disqualifying interest.

(11) Section 11. Assistance of the Commission and Counsel.

Any designated employee who is unsure of his or her duties under this code may request assistance from the Fair Political Practices Commission pursuant to Section 83114 and Regulations 18329 and 18329.5 or from the attorney for his or her agency, provided that nothing in this section requires the attorney for the agency to issue any formal or informal opinion.

(12) Section 12. Violations.

This code has the force and effect of law. Designated employees violating any provision of this code are subject to the administrative, criminal and civil sanctions provided in the Political Reform Act, Sections 81000-91014. In addition, a decision in relation to which a violation of the disqualification provisions of this code or of Section 87100 or 87450 has occurred may be set aside as void pursuant to Section 91003.

¹ Designated employees who are required to file statements of economic interests under any other agency's conflict of interest code, or under article 2 for a different jurisdiction, may expand their statement of economic interests to cover reportable interests in both jurisdictions, and file copies of this expanded statement with both entities in lieu of filing separate and distinct statements, provided that each copy of such expanded statement filed in place of an original is signed and verified by the designated employee as if it were an original. See Section 81004.

² See Section 81010 and Regulation 18115 for the duties of filing officers and persons in agencies who make and retain copies of statements and forward the originals to the filing officer.

³ For the purpose of disclosure only (not disqualification), an interest in real property does not include the principal residence of the filer.

⁴ Investments and interests in real property which have a fair market value of less than \$2,000 are not investments and interests in real property within the meaning of the Political Reform Act. However, investments or interests in real property of an individual include those held by the individual's spouse and dependent children as well as a pro rata share of any investment or interest in real property of any business entity or trust in which the individual, spouse and dependent children own, in the aggregate, a direct, indirect or beneficial interest of 10 percent or greater.

⁵ A designated employee's income includes his or her community property interest in the income of his or her spouse but does not include salary or reimbursement for expenses received from a state, local or federal government agency.

⁶ Income of a business entity is reportable if the direct, indirect or beneficial interest of the filer and the filer's spouse in the business entity aggregates a 10 percent or greater interest. In addition, the disclosure of persons who are clients or customers of a business entity is required only if the clients or customers are within one of the disclosure categories of the filer.

Note: Authority cited: Section 83112, Government Code. Reference: Sections 87103(e), 87300-87302, 89501, 89502 and 89503, Government Code.

HISTORY

1. New section filed 4-2-80 as an emergency; effective upon filing (Register 80, No. 14).
Certificate of Compliance included.
2. Editorial correction (Register 80, No. 29).
3. Amendment of subsection (b) filed 1-9-81; effective thirtieth day thereafter (Register 81, No. 2).
4. Amendment of subsection (b)(7)(B)1. filed 1-26-83; effective thirtieth day thereafter (Register 83, No. 5).
5. Amendment of subsection (b)(7)(A) filed 11-10-83; effective thirtieth day thereafter (Register 83, No. 46).
6. Amendment filed 4-13-87; operative 5-13-87 (Register 87, No. 16).
7. Amendment of subsection (b) filed 10-21-88; operative 11-20-88 (Register 88, No. 46).
8. Amendment of subsections (b)(8)(A) and (b)(8)(B) and numerous editorial changes filed 8-28-90; operative 9-27-90 (Reg. 90, No. 42).

9. Amendment of subsections (b)(3), (b)(8) and renumbering of following subsections and amendment of Note filed 8-7-92; operative 9-7-92 (Register 92, No. 32).
10. Amendment of subsection (b)(5.5) and new subsections (b)(5.5)(A)-(A)(2) filed 2-4-93; operative 2-4-93 (Register 93, No. 6).
11. Change without regulatory effect adopting Conflict of Interest Code for California Mental Health Planning Council filed 11-22-93 pursuant to title 1, section 100, California Code of Regulations (Register 93, No. 48). Approved by Fair Political Practices Commission 9-21-93.
12. Change without regulatory effect redesignating Conflict of Interest Code for California Mental Health Planning Council as chapter 62, section 55100 filed 1-4-94 pursuant to title 1, section 100, California Code of Regulations (Register 94, No. 1).
13. Editorial correction adding History 11 and 12 and deleting duplicate section number (Register 94, No. 17).
14. Amendment of subsection (b)(8), designation of subsection (b)(8)(A), new subsection (b)(8)(B), and amendment of subsections (b)(8.1)-(b)(8.1)(B), (b)(9)(E) and Note filed 3-14-95; operative 3-14-95 pursuant to Government Code section 11343.4(d) (Register 95, No. 11).
15. Editorial correction inserting inadvertently omitted language in footnote 4 (Register 96, No. 13).
16. Amendment of subsections (b)(8)(A)-(B) and (b)(8.1)(A), repealer of subsection (b)(8.1)(B), and amendment of subsection (b)(12) filed 10-23-96; operative 10-23-96 pursuant to Government Code section 11343.4(d) (Register 96, No. 43).
17. Amendment of subsections (b)(8.1) and (9)(E) filed 4-9-97; operative 4-9-97 pursuant to Government Code section 11343.4(d) (Register 97, No. 15).

18. Amendment of subsections (b)(7)(B)5., new subsections (b)(8.2)-(b)(8.4)(C) and amendment of Note filed 8-24-98; operative 8-24-98 pursuant to Government Code section 11343.4(d) (Register 98, No. 35).

19. Editorial correction of subsection (a) (Register 98, No. 47).

20. Amendment of subsections (b)(8.1), (b)(8.1)(A) and (b)(9)(E) filed 5-11-99; operative 5-11-99 pursuant to Government Code section 11343.4(d) (Register 99, No. 20).

21. Amendment of subsections (b)(8.1)-(b)(8.1)(A) and (b)(9)(E) filed 12-6-2000; operative 1-1-2001 pursuant to the 1974 version of Government Code section 11380.2 and Title 2, California Code of Regulations, section 18312(d) and (e) (Register 2000, No. 49).

22. Amendment of subsections (b)(3) and (b)(10) filed 1-10-2001; operative 2-1-2001.

Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2001, No. 2).

23. Amendment of subsections (b)(7)(A)4., (b)(7)(B)1.-2., (b)(8.2)(E)3., (b)(9)(A)-(C) and footnote 4. filed 2-13-2001. Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2001, No. 7).

24. Amendment of subsections (b)(8.1)-(b)(8.1)(A) filed 1-16-2003; operative 1-1-2003.

Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District,

nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2003, No. 3).

25. Editorial correction of History 24 (Register 2003, No. 12).

26. Editorial correction removing extraneous phrase in subsection (b)(9.5)(B) (Register 2004, No. 33).

27. Amendment of subsections (b)(2)-(3), (b)(3)(C), (b)(6)(C), (b)(8.1)-(b)(8.1)(A), (b)(9)(E) and (b)(11)-(12) filed 1-4-2005; operative 1-1-2005 pursuant to Government Code section 11343.4 (Register 2005, No. 1).

28. Amendment of subsection (b)(7)(A)4. filed 10-11-2005; operative 11-10-2005 (Register 2005, No. 41).

29. Amendment of subsections (a), (b)(1), (b)(3), (b)(8.1), (b)(8.1)(A) and (b)(9)(E) filed 12-18-2006; operative 1-1-2007. Submitted to OAL pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2006, No. 51).

30. Amendment of subsections (b)(8.1)-(b)(8.1)(A) and (b)(9)(E) filed 10-31-2008; operative 11-30-2008. Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2008, No. 44).

31. Amendment of section heading and section filed 11-15-2010; operative 12-15-2010. Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of*

Administrative Law, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2010, No. 47).

32. Amendment of section heading and subsections (a)-(b)(1), (b)(3)-(4), (b)(5)(C), (b)(8.1)-(b)(8.1)(A) and (b)(9)(E) and amendment of footnote 1 filed 1-8-2013; operative 2-7-2013.

Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2013, No. 2).

33. Amendment of subsections (b)(8.1)-(b)(8.1)(A), (b)(8.2)(E)3. and (b)(9)(E) filed 12-15-2014; operative 1-1-2015 pursuant to section 18312(e)(1)(A), title 2, California Code of Regulations.

Submitted to OAL for filing and printing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2014, No. 51).

34. Redesignation of portions of subsection (b)(8)(A) as new subsections (b)(8)(B)-(D), amendment of subsections (b)(8.1)-(b)(8.1)(A), redesignation of portions of subsection (b)(8.1)(A) as new subsections (b)(8.1)(B)-(C) and amendment of subsection (b)(9)(E) filed 12-1-2016; operative 12-31-2016 pursuant to Cal. Code Regs. tit. 2, section 18312(e). Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision,

April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2016, No. 49).

APPENDIX A
Designated Employees

<u>DEPARTMENT</u>	<u>POSITION</u>	<u>DISCLOSURE CATEGORY</u>
All Departments	Management Analyst Series	1, 2
	Administrative Analyst	1, 2
	Professional Analyst (Fixed Term)	1, 2
	Business Systems Analyst (Fixed Term)	1, 2
City Attorney	Assistant City Attorney	1, 2
	Deputy City Attorney II	1, 2
City Clerk	City Clerk	1, 2
	Deputy City Clerk	1, 2
City Manager	Assistant City Manager	1, 2
	Director of Homeless Planning & Outreach	1, 2
	Director of Economic Development and Innovation	1, 2
	Economic Development Program Coordinator	1, 2
	Sustainability and Volunteer Program Coordinator	1, 2
Community Development	Community Development Director	1, 2
	Planning Manager	1, 2
	Senior Planner	1, 2
	Associate Planner	1, 2
	Assistant Planner	1, 2
	Planning Technician	1, 2
	Senior / Code Enforcement Supervisor	1, 2
	Code Enforcement Official III	1, 2
	Code Enforcement Official II	1, 2
	Code Enforcement Official I	1, 2
	Chief Building Official	1, 2
	Permit Services Coordinator	1, 2
	Senior Building Inspector	1, 2
	Building Inspector II	1, 2
	Building Inspector I	1, 2
Community Services	Community Services Director	1, 2
	Senior Recreation Supervisor	3a, 3b, 3f, 3g
	Recreation Supervisor	3a, 3b, 3f, 3g
	Program Coordinator	3a, 3b, 3f, 3g
	Recreation Coordinator	3a, 3b, 3f, 3g
	Events Coordinator	1, 2
Digital Service and Open Government	Director of Digital Service and Open Government	1, 2
	Technology Operations Manager	1, 2
	Data & Infrastructure Manager	1, 2
	Civic Design Manager	1, 2
	Network Analyst	3a, 3d, 3g
	GIS Analyst	3e, 3g
Fire	Fire Chief	1, 2
	Deputy Fire Chief	1, 2
	Battalion Chief - Operations	1, 2
	Battalion Chief - Administration	1, 2

<u>DEPARTMENT</u>	<u>POSITION</u>	<u>DISCLOSURE CATEGORY</u>
	Administrative Fire Captain	2, 3d, 3e, 3g
	Deputy Fire Marshal	1, 2
	Fire Prevention Specialist	2, 3d, 3e, 3g
	Fire Prevention Inspector II	2, 3d, 3e, 3g
	Fire Prevention Inspector I	2, 3d, 3e, 3g
	Environmental Management Coordinator	2, 3d, 3e, 3g
	Emergency Management Coordinator	2, 3d, 3e, 3g
	Vegetation Management Specialist	2, 3d, 3e, 3g
Finance	Accounting Manager	1, 2
	Revenue Supervisor	1, 2
	ERP Project Manager (Fixed Term)	1, 2
	Principal Accountant	1, 2
	Senior Accountant	1, 2
	Payroll Administrator	3a, 3c, 3g
Library	Library Director	1, 2
	Assistant Library Director	1, 2
Management Services	Human Resources Director	1, 2
	Human Resources Coordinator	1, 2
	Parking Services Manager	1, 2
	Parking Operations Supervisor	2, 3a, 3d, 3g
Police	Chief of Police	1, 2
	Police Captain	1, 2
	Police Lieutenant	1, 2
	Police Support Services Supervisor	3d, 3e, 3f, 3g
	Police Community Services Officer	3d, 3f, 3g
	Youth Services Program Supervisor	3d, 3f, 3g
Public Works / Sanitation District	Public Works Director	1, 2
	Assistant Public Works Director / City Engineer	1, 2
	Deputy Public Works Director	1, 2
	Senior Civil Engineer	1, 2
	Associate Civil Engineer	1, 2
	Assistant Civil Engineer	1, 2
	Sr. Associate Engineer	1, 2
	Jr. Engineer	3e, 3g
	Engineering Technician I	3e, 3g
	Engineering Technician II	3e, 3g
	Traffic Engineer	1, 2
	Traffic Engineering Technician I	3e, 3g
	Traffic Engineering Technician II	3e, 3g
	Streets Maintenance Supervisor	1, 2
	Parks Maintenance Supervisor	1, 2
	Operations and Maintenance Manager	1, 2
	Facility Repair Supervisor	3d, 3e, 3f
	Shop & Equipment Supervisor	3d, 3e, 3f
	District Manager / District Engineer, Sanitation District	1, 2

<u>DEPARTMENT</u>	<u>POSITION</u>	<u>DISCLOSURE CATEGORY</u>
	Sr. Civil Engineer, Sanitation District	1, 2
	Associate Civil Engineer	1, 2
	Jr. Engineer	1, 2
	Sewers Maintenance Supervisor	3d, 3e, 3f
	Sewer Maintenance Superintendent	3d, 3e, 3f
Boards & Commissions	Design Review Board	1, 2
	Park & Recreation Commission	1, 2
Consultants **		1, 2

** With respect to Consultants, the relevant department director may determine in writing that a particular consultant is hired to perform a range of duties that are limited in scope and thus is not required to comply with the disclosure requirements described in these categories. Such determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The department director shall forward a copy of this determination to the City Clerk. Nothing herein excuses any such consultant from any other provision of this Conflict of Interest Code.

Designated Employees 2019

APPENDIX B

Disclosure Categories

Category 1: All investments and sources of income.

Category 2: All interests in real property in the jurisdiction of San Rafael or within 2 miles of the jurisdiction of San Rafael.

Category 3: Investments in business entities and sources of income of the type which have or foreseeably could contract with the City to provide services, supplies, materials, machinery, or equipment; or which could be enhanced when a designated employee makes or participates in making a decision.

- a. Personnel agencies or personnel consultants;
- b. Municode and Marin County newspapers;
- c. Financial institutions;
- d. Department record forms, communications equipment, safety equipment, firefighting or fire detection equipment, automotive or rolling stock sales, automotive parts or equipment, general departmental supplies or equipment;
- e. Building supplies or building, contractor, or construction firms;
- f. Travel agencies, recreation and athletic supplies, building maintenance and cleaning supplies;
- g. Book, software, and audio-visual publishers and distributors; computer equipment manufacturers and distributors.

NOTE: PENALTY FOR LATE FILING:

As required under the Political Reform Act of 1974, as amended, section 91013, if any person files an original statement after any deadline, he shall be liable in the amount of \$10.00 per day after the deadline until the statement is filed, up to a maximum of \$100.00, whichever is greater.



SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: City Manager

Prepared by: Lisa Goldfien
Asst. City Attorney

City Manager Approval: _____

A handwritten signature in blue ink, appearing to be 'AS', written over a horizontal line.

TOPIC: 400 UPPER TOYON DRIVE DETACHMENT REQUEST AND RESOLUTION APPROVING PROPOSED TAX SHARING AGREEMENT

SUBJECT: CONSIDERATION OF A RESOLUTION APPROVING AND AUTHORIZING THE CITY MANAGER TO ENTER INTO A TAX EXCHANGE AGREEMENT WITH THE TOWN OF ROSS IN CONNECTION WITH THE PROPOSED DETACHMENT OF 400 UPPER TOYON DRIVE (ASSESSOR'S PARCEL NO. 012-121-28) FROM THE CITY OF SAN RAFAEL AND ITS ANNEXATION TO THE TOWN OF ROSS, IN ADDITION TO THE PROPERTY OWNER'S OFFER OF PAYMENT

EXECUTIVE SUMMARY:

The owner of the property at 400 Upper Toyon Drive has applied to the Marin Local Agency Formation Commission (LAFCO) to detach his property from the City of San Rafael and annex it to the Town of Ross. Under State law, a pre-requisite to LAFCO's approval of the application is that the City and Ross enter into a "tax exchange agreement" establishing how they will share the property taxes collected from the property after the boundary reorganization. After extensive negotiation, staff from the City and Ross have come to an agreement on a tax share proposal pursuant to which the property tax collected from the property would be allocated 25% to San Rafael and 75% to Ross in perpetuity following the reorganization. Staff is presenting this tax share proposal to the City Council for consideration in light of an offer by the property owner to make a one-time payment to the City in the amount of \$95,000 to offset the City's loss of future tax revenue from this property. Staff recommends that the City Council adopt the resolution accepting and approving both the property owner's offer and the tax exchange agreement. Staff finds that together they offset the negative fiscal impact to the City from the proposed reorganization.

RECOMMENDATION:

Staff recommends adopting the attached resolution approving the tax share agreement and the property owner's proposed monetary payment in connection with the detachment of 400 Upper Toyon Drive from the City and its annexation to Ross.

FOR CITY CLERK ONLY

Council Meeting:

Disposition:

BACKGROUND:

In March 2017, the owner of the property at 400 Upper Toyon Drive applied to LAFCO to detach the property from San Rafael and annex it into Ross. The property is currently developed with a single-family home and a privately-maintained road connects the property to Upper Toyon Drive. The site is surrounded by Ross along the entire southern boundary of the site. There are two small properties that are also within the City's jurisdiction and border Ross that are not currently part of this request. (See Attachment 5). Those two properties are owned by Marin Municipal Water District (MMWD) and are improved with a water tower.

LAFCO's oversight includes the following duties:

- To review and approve or disapprove proposals for changes in the boundaries or organization of cities and special districts in the county (including annexations to or detachments from cities and districts, incorporation of cities, formation of districts, and the dissolution, consolidation or merger of special districts), applications for activation of special district latent powers, and applications to provide service outside of a city or district boundary;
- To establish and periodically update the sphere of influence or planned service area boundary for each city and special district;
- To initiate and assist in studies of existing local government agencies with the goal of improving the efficiency and reducing the costs of providing urban services; and
- To provide assistance to other governmental agencies and the public concerning changes in local government organization and boundaries.

A detachment from a city is considered a "change of organization" within LAFCO's purview and LAFCO has broad discretion in such matters. The request for detachment for 400 Upper Toyon Drive is an individual request and according to LAFCO would not be tied or linked to a greater study or assessment of other unincorporated pockets in San Rafael. Any assessment of other unincorporated areas would need to be processed through a separate application, initiated by either the City or the property owners in that area. LAFCO has indicated that if an application was received, they would be willing to consider the detachment of other lots on Upper Toyon Drive that are part of San Rafael, such as the water tower properties, to determine whether they should also be included in the detachment request. However, an assessment of parcels not adjacent to this individual request is not appropriate at this time and would not be considered by LAFCO as part of the 400 Upper Toyon request.

For this individual request for detachment, State law requires that the City of San Rafael and the Town of Ross must negotiate in good faith on an exchange of property tax revenues, although there is no statutory duty to reach agreement. If a property tax share agreement is reached, it must be approved by the legislative body of both cities before LAFCO may proceed with processing the reorganization. (Rev. & Tax. Code § 99(b), *Greenwood Addition Homeowners Assn. v. City of San Marino* (1993) 14 Cal. App. 4th 1360).

City staff met with representatives of the Town of Ross in June 2017 to discuss a tax sharing agreement for the property taxes from 400 Upper Toyon Drive, and discussed a tax share agreement on the following terms:

- For the 1st five years following reorganization, San Rafael and Ross would split the property tax revenue 50% - 50%. This would allow San Rafael to maintain a larger portion of property tax for a period of time after detachment.
- After year five, the draft agreement proposed to change the sharing of property tax revenue to 25% (San Rafael) / 75% (Ross).

City staff presented this proposal to the Finance Subcommittee on July 6, 2017 and again on March 12, 2018. On both occasions the Subcommittee rejected the proposal, questioning the need for the detachment and concerned with the loss of City tax revenues given that the City's Fire, Police and Public Works departments would all still respond to the residence in an emergency and that the City will continue to maintain Upper Toyon Drive, the public street leading to the property.

At the March 12, 2018 Finance Subcommittee meeting, the property owner attended along with his attorney Riley Hurd and a representative of LAFCO. At that meeting, the property owner provided several reasons for seeking detachment, primarily that confusion about jurisdiction has resulted in difficulty in receiving prompt assistance from San Rafael Police and Fire. Additional bases for seeking detachment are presented in a letter to the Mayor dated November 27, 2017 (Attachment 4).

Assistant City Manager Cristine Alilovich investigated the property owner's concerns presented at the March 12, 2018 Finance Committee meeting and found the following:

- 400 Upper Toyon Drive is within the jurisdiction of San Rafael but has a Kentfield mailing address. The City's GIS system recognizes the property as within San Rafael's jurisdictional borders.
- The San Rafael Police Department (SRPD) confirmed that 400 Upper Toyon Drive is in the City's dispatch system as a San Rafael residence. In addition, in approximately March 2018, SRPD tested the 911 system from the property owner's cell phone to ensure that 911 calls come directly to SRPD dispatch. SRPD also provided the property owner with SRPD's 7-digit emergency line as an alternative to 911. Public Works responds to calls at this property, but the limit of San Rafael's maintenance responsibility generally ends at the intersection of Upper Toyon and Makin Grade.
- 400 Upper Toyon Drive shares a long private driveway with other properties on Upper Toyon Drive beyond the intersection of Upper Toyon Drive and Makin Grade. The 2017 slide referenced in Attachment 4 was along that private driveway, not a City street. Additionally, the 2017 storm resulted in many emergency calls to the City's Public Works department whose staff were responding to more critical requests at the time the Upper Toyon call for service came in. Staff prioritized the demand for services and followed up with the property owner, even though the slide was not on a City maintained street, however it did take several days to respond due to the volume of calls during that particular storm.

In October 2018, the property owner sent a request via his attorney for the City to continue to negotiate a tax-share agreement with the Town of Ross and to re-agendize the matter. (Attachment 8) ¹ In response to that request, in January 2019, the City Manager reached out to the Ross Town Manager to further negotiate a tax share agreement that would result in a smaller ongoing loss of taxes for the City of San Rafael.

On March 8, 2019, the City Manager wrote to Ross Town Manager Joe Chinn, providing a more detailed explanation of the City's fiscal concerns related to detachment and making a counter offer to the original tax share proposal. (Attachment 6.) The City's proposal was to split the property taxes from 400 Upper Toyon Drive with 95% of the property tax to be attributed to San Rafael and 5% to Ross, in perpetuity. The primary consideration to San Rafael in these negotiations was the ongoing tax loss, particularly in view of the continuing costs that will be incurred by the City related to this property regardless whether it is located in Ross or San Rafael. For example, there will be continued costs to maintain the only access road to the property (Upper Toyon), as well as the loss of additional City taxes

¹ The City agreed with the property owner's request to re-agendize the matter and has therefore scheduled it for a full Council meeting to allow public comment and a full discussion.

such as the Library and Paramedic Special Tax, despite the property owner still having access to these services.

On March 15, 2019 the property owner's attorney submitted a letter to the City Council proposing a potential resolution of the matter. In response to the City's fiscal concerns, the property owner offered "a one-time supplementary tax payment in the amount of \$20,000.00 to offset any perceived losses by the City from this de-annexation." (Attachment 7). Staff concluded that the offer did not offset the City's fiscal concerns, and with Ross's rejection of the City's counter tax share proposal on April 8, 2019 the matter was set for the April 15, 2019 City Council meeting with a staff recommendation to reject tax sharing agreement.

The matter was continued from the April 15 date at the request of the property owner, who has now offered a larger one-time supplementary tax payment of \$95,000 to offset the City's tax loss concerns. In consideration of the property's owner's offer, staff from the City and Ross held further discussions about the property tax exchange and agreed to present to their respective city/town councils a proposal that Ross will receive 75% of the property tax and San Rafael will receive 25% in perpetuity after the boundary reorganization.

Staff now brings the revised property tax share proposal and the property owner's revised offer to full Council for consideration.

ANALYSIS:

An evaluation of revenue and services related to 400 Upper Toyon Drive (hereafter, the "Property") conducted by the City Manager's and Finance departments revealed that loss of tax income from detachment of the Property would ultimately result in an approximate \$4,300 annual loss, including \$183 in library parcel taxes, storm run-off fees and paramedic service taxes. In spite of this revenue loss, the City would continue to maintain Upper Toyon Drive, the public street leading to the Property, even after detachment. The City of San Rafael Fire Department (e.g., both fire and paramedic service) would still respond to the Property as part of mutual aid responses between Ross and San Rafael and, given the traffic patterns and location of the street leading to Upper Toyon, it is extremely likely that it would be a San Rafael fire engine or ambulance responding to any 911 call at that address. Because San Rafael will continue to provide services to the Property after the proposed reorganization, the City Council subcommittee and staff have concluded that the loss of property tax revenue from the Property would have a negative fiscal impact on San Rafael.

However, on April 11, 2019, the property owner's attorney contacted the Mayor and conveyed the property owner's offer to increase the amount of the one-time supplemental tax payment. Further discussions between staff and the property owner's attorney have resulted in a new offer of \$95,000 by the property owner. As a result of this offer, City staff renewed negotiations with staff from the Town of Ross in regard to a proposed tax exchange agreement and came to an agreement to present to their respective councils a proposal that from and after the reorganization, the property taxes collected from the Property would be allocated 75% to Ross and 25% to San Rafael, in perpetuity.

Staff has concluded that the property owner's increased payment of \$95,000 to San Rafael, along with San Rafael's receipt in perpetuity of 25% of property tax revenues as proposed, would resolve staff's concerns about a negative fiscal impact to the City as a result of the reorganization. Therefore, staff recommends that the City Council adopt the attached resolution (Attachment 1) accepting the property owner's offer and approving the proposed tax exchange agreement with Ross and authorizing the City Manager to execute agreements on those terms (Attachments 2 and 3 respectively).

It should be noted that the attached draft tax exchange agreement (Attachment 3) has not yet been reviewed or approved by Ross, although the terms are consistent with the understanding between the two cities. The resolution authorizes the City Attorney, prior to the City Manager's execution of the tax exchange agreement, to approve nonsubstantive changes as to form should Ross request minor wording changes.

Staff has determined that approval of the proposed agreements is exempt from environmental review under the "common sense exemption" of the California Environmental Quality Act (14 Cal. Code Regs. §15061 (a), (b)(3)) as they are purely monetary matters and it can be seen with certainty that they will not have a significant effect on the environment.

FISCAL IMPACT:

The City currently receives \$5,776.59 annually in taxes from 400 Upper Toyon Drive, including property taxes, storm run-off fees, library parcel taxes, and paramedic services taxes. Under the revised property tax share proposal, the shared amount only includes the base property tax and that amount would be reduced to approximately \$1398.21 annually after the detachment. The City permanently loses storm run-off fees, library parcel taxes, and paramedic services taxes after the detachment. The City does not anticipate a reduction in cost of service delivery if this property were to detach. It is difficult to fully quantify the specific service cost for this property because the City does not discriminate in its tax structure (residents in isolated areas do not pay more even though it may cost more to provide them services), and we don't have a cost model that would quantify the difference in providing services to hillside versus flat land.

The tax sharing agreement and the property owner's offer to make a one-time payment to the City of \$95,000 is intended to fully compensate the City for this loss of property taxes, fees, and special taxes, and staff has concluded that it will adequately do so.

OPTIONS:

The City Council has the following options to consider on this matter:

1. Adopt the Resolution accepting and approving the property owner's offer and the proposed tax-exchange agreement with Ross and authorizing the City Manager to execute the agreements.
2. Reject the property owner's offer and the tax share agreement
3. Direct staff to return with more information.

RECOMMENDED ACTION:

Adopt the resolution.

ATTACHMENTS:

1. Resolution Authorizing the City Manager to Enter into the Proposed Tax Share Agreement with Ross
2. Exhibit 1 to Resolution – Draft Pre-Detachment Agreement with Raphael de Balmann
3. Exhibit 2 to Resolution – Draft Tax Exchange Agreement with Town of Ross (w/o Exhibits A and B)
4. November 27, 2017 Letter to Mayor from Riley Hurd
5. Parcel Maps of relevant area
6. March 8, 2019 Letter from City Manager to Town of Ross
7. March 15, 2019 Letter from Riley Hurd to City Council
8. October 26, 2018 Letter from Riley Hurd to City Council

RESOLUTION NO. _____

**A RESOLUTION OF THE SAN RAFAEL CITY COUNCIL
APPROVING AND AUTHORIZING THE CITY MANAGER TO ENTER
INTO A TAX EXCHANGE AGREEMENT WITH THE TOWN OF ROSS IN
CONNECTION WITH THE PROPOSED DETACHMENT OF 400 UPPER
TOYON DRIVE (ASSESSOR'S PARCEL NO. 012-121-28) FROM THE
CITY OF SAN RAFAEL AND ITS ANNEXATION TO THE TOWN OF ROSS,
IN ADDITION TO THE PROPERTY OWNER'S OFFER OF PAYMENT**

THE CITY COUNCIL OF THE CITY OF SAN RAFAEL RESOLVES AS FOLLOWS:

WHEREAS, Raphael de Balmann ("Owner") is the owner of the property situated within the San Rafael city limits and commonly known as 400 Upper Toyon Drive, California (Assessor's Parcel No. 012-121-28) (the "Property"); and

WHEREAS, Owner has applied to the Marin Local Agency Formation Commission (LAFCO) for approval of a reorganization of boundary lines to detach the Property from the City of San Rafael and annex it to the Town of Ross (the "Reorganization"); and

WHEREAS, pursuant to California Revenue & Taxation Code section 99, before the LAFCO may act on the proposed Reorganization, the City of San Rafael ("City") and the Town of Ross ("Ross") must approve and enter into an agreement concerning the exchange of property taxes derived from the Property; and

WHEREAS, the City Council has determined that even after the proposed Reorganization, the City will continue to incur costs for providing services, including street maintenance, police and fire services, to the Property, and is concerned with the negative fiscal impact to the City from the loss of property tax revenues from the Property in view of such ongoing service needs; and

WHEREAS, Owner has offered a one-time \$95,000 payment to the City towards the ongoing loss of tax revenue resulting from the Reorganization; and

WHEREAS, the City and Ross have negotiated a tax exchange agreement specifying that if the Reorganization is approved, property tax revenues derived from the Property will be allocated 25% to the City and 75% to Ross in perpetuity; and

WHEREAS, the tax-exchange agreement was negotiated with respect only to the Property, and in reliance on the fiscal offset offered by Owner; and

WHEREAS, approval of the Owner's offer and the tax-exchange agreement with Ross are purely monetary matters that can be seen with certainty will not have a significant effect on the environment and are therefore exempt from environmental review under the "common sense exemption" of the California Environmental Quality Act (14 Cal. Code Regs. §15061 (a), (b)(3));

NOW THEREFORE BE IT RESOLVED by the San Rafael City Council as follows:

SECTION 1. Acceptance of Property Owner Offer.

The City Council hereby accepts the offer from Owner Raphael de Balmann to pay the City of San Rafael the sum of \$95,000 towards the fiscal effect of the loss of property taxes derived from the Property after it is detached from the City and annexed to Ross, and the City Manager is hereby authorized to execute a pre-detachment agreement with the Owner in the form attached hereto as Exhibit 1, subject to final approval as to form by the City Attorney.

SECTION 2. Approval of Tax Exchange Agreement.

In reliance upon the Property Owner's agreement and payment to the City, the City Council hereby approves a tax exchange agreement between the City and Ross for the proposed exchange of annual property tax revenues from the Property based on a 25% share to the City and a 75% share to Ross, in perpetuity after the proposed Reorganization. Upon receipt of the Owner's agreed payment, the City Manager is

authorized to execute the tax exchange agreement attached as Exhibit 2, subject to final approval as to form by the City Attorney.

SECTION 3. Attachments. Exhibit 1, “Pre-Detachment Agreement” and Exhibit 2, “Tax Exchange Agreement” (with attached Exhibits A, Legal Description of 400 Upper Toyon Drive Detachment Area and B, Map of 400 Upper Toyon Drive Detachment Area)

SECTION 4. Effective Date.

This Resolution shall be effective immediately upon its adoption.

I, LINDSAY LARA, Clerk of the City of San Rafael, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the San Rafael City Council held on the 6th day of May 2019, by the following vote to wit:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

LINDSAY LARA, City Clerk

PRE-DETACHMENT AGREEMENT

This Pre-detachment Agreement (“Agreement”) is entered into on _____, 2019 by and between the CITY OF SAN RAFAEL (“City”), a municipal corporation, and RAPHAEL DE BALMANN (“Mr. de Balmann”), owner of the real property located at 400 Upper Toyon in San Rafael.

RECITALS

1. Mr. de Balmann has submitted an application to the Marin Local Agency Formation Commission seeking to detach his property located in the State of California, in the County of Marin, as depicted on Exhibit A, described in Exhibit B, and referred to in this Agreement as the “Property,” from the City and annex the Property to the Town of Ross (“Application for Reorganization”).

2. City is empowered by the Cortese-Knox-Hertzberg Local Government Reorganization Act, Government Code section 56000 et seq. (“the Act”) to consent to or to oppose Mr. de Balmann’s Application for Reorganization.

3. City finds it to be in the public interest to detach the Property under the terms of this Agreement and to support Mr. de Balmann’s Application for Reorganization, as the Property is located on the boundary with Ross, the closest surrounding residential parcels and adjacent unoccupied parcels are in Ross, and the Property is located within the Ross School District.

4. City and the Town of Ross have negotiated in good faith to reach a property tax revenue exchange agreement (“Tax Share Agreement”), which will be supplemented by a one-time payment by Mr. de Balmann to City to mitigate its costs of providing Fire, Police, and street maintenance services following detachment of the Property.

5. City has considered this Agreement at a noticed public meeting, and has found it to be fair, just and reasonable. Each party has had opportunity to consult legal counsel with respect to it.

NOW, THEREFORE, in consideration of the above recitals and of the following mutual covenants, benefits and burdens, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

COVENANTS

1. BASIC PURPOSES. The purposes of this Agreement are to (a) facilitate Mr. de Balmann's pursuit of the Application for Reorganization, and (b) provide for Mr. de Balmann's supplemental payment of property tax revenue to offset the provision of Fire, Police, and street maintenance services by City following detachment of the Property.

2. DEFINITIONS.

Terms used in this Agreement shall have the following meanings unless the context otherwise requires:

(1) "Agreement" means this Pre-detachment Agreement, including Exhibit A attached hereto and incorporated into this Agreement by this reference.

(2) "Application for Reorganization" means Mr. de Balmann's proposed detachment of the Property from City and annexation to the Town of Ross.

(3) "Mr. de Balmann" means Mr. de Balmann and his successors in the Property and permitted assigns in this Agreement.

(4) "City" means the City of San Rafael.

(5) "Effective Date" means the date this Agreement is signed by the later of the Parties to do so.

(6) "LAFCo" means the Marin County Local Agency Formation Commission.

(7) "Parties" means Mr. de Balmann and City and "Party" means either of them.

(8) "Property" means the real property depicted in Exhibit A.

(9) "Reorganziation" means the approval by LAFCo, and the recordation of a notice of completion with respect to that approval, of the Application for Reorganization.

(10) "Town" means the Town of Ross.

3. TERM. This Agreement shall commence on the Effective Date and shall expire three years thereafter, unless extended or amended in writing or when it is fully performed, if sooner.

4. PRE-DETACHMENT OBLIGATIONS AND COMMITMENTS.

a. Consistently with and subject to this Agreement, Mr. de Balmann will pursue his petition under the Act, or its successor, to detach the Property from the City and annex the Property to the Town, and take such further actions as may be reasonably required to complete

the Reorganization of the Property under such conditions as LAFCo may impose and are reasonably acceptable to Mr. de Balmann and City.

b. Upon execution of this Agreement, Mr. de Balmann shall pay \$95,000 to City in mitigation for City's provision of Fire, Police, and Street services to the Property following detachment. The City will refund the mitigation payment to Mr. de Balmann in its entirety within 30-days if the City Council decides not to approve a tax exchange agreement with the Town or the Reorganization is not accomplished within the term set forth in Paragraph 3 above for any other reason.

5. NON-OBLIGATION. Nothing in this Agreement obligates the City to approve a tax share agreement with the Town or eliminates any rights the City possesses regarding Mr. de Balmann's Application for Reorganization.

6. MISCELLANEOUS PROVISIONS.

a. **SEVERABILITY.** It is the intent of the Parties that the remaining terms, provisions, covenants and conditions of this Agreement be in effect, valid, and enforceable should any term, provision, covenant or condition of this Agreement be determined invalid, void or unenforceable. The City Council for the City and Mr. de Balmann each declares it would have adopted this Agreement and each section, subsection, sentence, clause, phrase, part or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, parts or portions be declared invalid or unconstitutional.

b. **INTERPRETATION AND GOVERNING LAW.** This Agreement and any dispute arising hereunder shall be governed and interpreted pursuant to the laws of the State of California, and it shall be deemed to have been executed in Marin County, California. This Agreement shall be construed as a whole according to its fair language and common meanings to achieve the objectives and purposes of the parties and shall be interpreted as if mutually drafted by the parties, all parties having been represented by counsel in its negotiation and preparation.

c. **SECTION HEADINGS.** All section headings and subheadings are inserted for convenience only and shall not affect construction of this Agreement.

d. **CONSTRUCTION.** As used herein, the singular of any word includes the plural and the masculine, feminine and neutral include the other genders as the context may require.

e. **WAIVER.** Failure of either Party to insist upon the strict performance of any term, covenant, condition, or provision of this Agreement by the other, or the failure of a Party to exercise its rights upon the default of the other, shall not constitute waiver of such Party's right to demand strict compliance by the other Party with that particular term, covenant, condition, provision, or with any other part of this Agreement thereafter.

f. NO THIRD PARTY BENEFICIARIES; NO ASSIGNMENT. This Agreement is made and entered into for the sole protection and benefit of the Parties and their successors and permitted assigns. No other person shall have any right of action based on this Agreement. Mr. de Balmann shall not assign any interest in this Agreement other than by transfer of title to the Property without the prior written consent of City, which City may grant or deny in its unfettered discretion. Any attempt to transfer an interest in this Agreement without such consent shall be null and void and confer no right on any third party.

g. MUTUAL COVENANTS. The covenants contained in this Agreement are mutual and also constitute conditions to the concurrent or subsequent performance by the Party benefited thereby of the covenants to be performed by such benefited Party.

h. SUCCESSORS IN INTEREST. The burdens of this Agreement shall be binding upon, and its benefits shall inure to all successors in interest to the Parties to this Agreement and successors to Mr. de Balmann in title to the Property. City may record the Agreement or a memorandum of it against the Property.

j. FURTHER ACTIONS AND INSTRUMENTS. Each of the Parties shall cooperate and provide reasonable assistance to the other as allowed by applicable law in the performance of this Agreement and the satisfaction of its conditions. On the request of either Party at any time, and as allowed by applicable law, the other Party shall promptly execute, with acknowledgement or affidavit, if reasonably required, and file or record such required instruments and writing and take any action as may be reasonably necessary to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions it contemplates.

k. AMENDMENTS IN WRITING. This Agreement may be amended, including to extend its term, only by written consent of both Parties.

l. WARRANTY OF AUTHORITY. The persons signing this Agreement below hereby warrant for the benefit of the Party for which they do not sign that they have actual authority to bind their principals to this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the day and year first set forth above, by and between:

CITY:

CITY OF SAN RAFAEL

A municipal corporation duly organized and existing under the laws of the State of California

By: _____
Name: _____
Title: _____

Attest: _____
Name: _____
Title: _____

APPROVED AS TO FORM:

Robert F. Epstein, City Attorney

MR. DE BALMANN:

Raphael de Balmann

DRAFT

TAX EXCHANGE AGREEMENT

BETWEEN THE CITY OF SAN RAFAEL AND THE TOWN OF ROSS RELATING TO THE APPLICATION TO LAFCO FOR DETACHMENT OF 400 UPPER TOYON DRIVE FROM THE CITY OF SAN RAFAEL AND ITS ANNEXATION OF TO THE TOWN OF ROSS

(Assessor's Parcel NO. 012-121-28)

THIS TAX EXCHANGE AGREEMENT ("Agreement") is made and executed in duplicate this _____ day of _____, 2019 by and between the CITY OF SAN RAFAEL, a California charter city ("SAN RAFAEL"), and the TOWN OF ROSS, a California municipal corporation ("ROSS").

RECITALS

- A. Raphael de Balmann, the owner of the real property situated within the city limits of SAN RAFAEL commonly known as 400 Upper Toyon Drive, Kentfield, California, and bearing Assessor's Parcel No. 012-121-28 (the "PROPERTY") has filed an application with the Marin Local Agency Formation Commission requesting its approval of the detachment of the PROPERTY from SAN RAFAEL and its annexation to ROSS (hereafter, the "Reorganization").
- B. The PROPERTY is more particularly described in Exhibit A attached hereto and shown on the map attached as Exhibit B hereto and consists of approximately ____ acres improved with a single-family residence, which is situated on the border between SAN RAFAEL and ROSS and is served by Upper Toyon Drive, a SAN RAFAEL public street.
- C. On June 6, 1978, the voters of the State of California amended the California Constitution by adding Article XIII A thereto which limited the total amount of property taxes which could be levied on property by local taxing agencies having such property within their territorial jurisdiction to one percent (1%) of full cash value.
- D. Subsequently, the California Legislature added Section 99 to the California Revenue and Taxation Code, which requires a city seeking to annex property to its incorporated territory and a city from which such property will be detached to agree upon an exchange of property taxes derived from such property and available to each city following the reorganization.
- E. In order to support the request of the PROPERTY's owner, SAN RAFAEL and ROSS wish to work together to develop a fair and equitable approach to the sharing of real property ad valorem taxes imposed and collected as authorized by the Revenue and Taxation Code in order to encourage sound urban development and economic growth.
- F. Close cooperation between SAN RAFAEL and ROSS is necessary to maintain and improve the quality of life throughout both cities and the County of Marin and deliver needed or desirable services in the most timely and cost-efficient manner to all SAN RAFAEL and ROSS residents.
- G. Both SAN RAFAEL and ROSS recognize that SAN RAFAEL will continue to incur costs for services provided to the PROPERTY, including road maintenance, police and fire services, after the Reorganization.

H. SAN RAFAEL and ROSS have, after negotiations, reached an understanding as to a rate of exchange of property tax revenues to be made pursuant to Section 99 of the California Revenue and Taxation Code.

I. This Agreement memorializes the understanding between SAN RAFAEL and ROSS and constitutes an enforceable property tax transfer agreement, under Section 99 of the California Revenue and Taxation Code.

NOW, THEREFORE, in consideration of the exchange of tax revenue, as provided for in this Agreement, and for other good and valuable consideration, the sufficiency of which is acknowledged by the parties, SAN RAFAEL and ROSS agree as follows:

AGREEMENT

Section 1. Definitions.

For purposes of this Agreement, the following terms shall have the meanings set forth below:

(a) "Property Tax Revenue" shall mean revenue in the form of "ad valorem real property taxes on real property", as said term is used in Section 1 of Article XIII A of the California Constitution and more particularly defined in subsection (c) of Section 95 of the California Revenue and Taxation Code, that is collected from the PROPERTY and is available for allocation to SAN RAFAEL and/or ROSS.

(b) "Reorganization Date" shall mean the date specified by the Marin Local Agency Formation Commission consistent with the Cortese-Knox-Hertzberg Local Governmental Reorganization Act of 2000 (California Government Code § 56000 et seq.) as the effective date of the detachment of the PROPERTY from SAN RAFAEL and its annexation to ROSS.

Section 2. General Purpose of Agreement.

The general purpose of this Agreement is to devise an equitable exchange between SAN RAFAEL and ROSS of the Property Tax Revenue derived from the PROPERTY, as required by Section 99 of the Revenue and Taxation Code.

Section 3. Exchange of Tax Revenues.

On and after the Annexation Date, SAN RAFAEL and ROSS shall share Property Tax Revenue collected from the PROPERTY in perpetuity as follows:

ROSS share = 75%

SAN RAFAEL share = 25%

Section 4. Exchange by County Auditor.

SAN RAFAEL and ROSS further agree that all of the exchanges of Property Tax Revenue from the PROPERTY required by this Agreement shall be made by the County Department of Finance.

Section 5. No Opposition.

In consideration of the exchange of tax revenue provided for in this Agreement, as well as the pre-detachment agreement between SAN RAFAEL and the PROPERTY owner, SAN RAFAEL and ROSS agree not to oppose the PROPERTY owner's application before the Marin Local Agency Formation Commission to detach the PROPERTY from SAN RAFAEL and to annex it to ROSS.

Section 6. Dispute Resolution.

In the event of any dispute arising out of or relating to this Agreement, the parties shall attempt, in good faith to promptly resolve the dispute mutually between themselves. If the dispute cannot be resolved within 30 calendar days of initiating such negotiations or such other time period as may be mutually agreed to by the parties in writing, either party may pursue its available legal and equitable remedies, pursuant to the laws of the State of California.

Section 7. Mutual Defense of Agreement.

If the validity of this Agreement is challenged in any legal action by a party other than SAN RAFAEL or ROSS, then SAN RAFAEL and ROSS agree to defend jointly against the legal challenge and to share equally any award of costs, including attorney's fees, against SAN RAFAEL, ROSS, or both.

Section 8. Third-party Beneficiary.

There are no third-party beneficiaries to this Agreement, and no third-party will have any right to enforce any provision of this Agreement.

Section 9. Modification.

This Agreement and all of the covenants and conditions set forth herein may be modified or amended only by a writing duly authorized and executed by both SAN RAFAEL and ROSS.

Section 10. Reformation.

SAN RAFAEL and ROSS understand and agree that this Agreement is based upon existing law, and that such law may be substantially amended in the future. In the event of an

amendment of state law which renders this Agreement invalid or inoperable or which denies any party thereto the full benefit of this Agreement as set forth herein, in whole or in part, then SAN RAFAEL and ROSS agree to renegotiate the Agreement in good faith.

Section 11. Effect of Tax Exchange Agreement.

This Agreement shall be applicable solely to the PROPERTY and does not constitute either a master tax sharing agreement or an agreement on property tax exchanges which may be required for any other reorganization of the boundaries of either SAN RAFAEL or ROSS.

Section 12. Entire Agreement.

With respect to the subject matter hereof only, this Agreement supersedes any and all previous negotiations, proposals, commitments, writings, and understandings of any nature whatsoever between SAN RAFAEL and ROSS except as otherwise provided herein.

Section 13. Notices.

All notices, requests, certifications or other correspondence required to be provided by the parties to this Agreement shall be in writing and shall be personally delivered or delivered by first class mail to the respective parties at the following addresses:

TO SAN RAFAEL:	Jim Schutz, City Manager 1400 Fifth Avenue San Rafael, CA 94901
TO ROSS:	Joe Chinn, Town Manager P.O. Box 320 31 Sir Francis Drake Boulevard Ross, CA 94957

Notice by personal delivery shall be effective immediately upon delivery. Notice by mail shall be effective upon receipt or three days after mailing, whichever is earlier.

Section 14. Approval, Consent, and Agreement.

Wherever this Agreement requires a party's approval, consent, or agreement, the party shall make its decision to give or withhold such approval, consent or agreement in good faith, and shall not withhold such approval, consent or agreement unreasonably or without good cause.

Section 15. Construction of Captions.

Captions of the sections of this Agreement are for convenience and reference only. The words in the captions in no way explain, modify, amplify, or interpret this Agreement.

Section 16. Incorporation by Reference.

Exhibits A and B, attached hereto, are incorporated into this Agreement by this reference.

Section 17. Authority.

The undersigned acknowledge that they are duly authorized to execute this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date set forth above.

CITY OF SAN RAFAEL

TOWN OF ROSS

By: _____
JIM SCHUTZ, City Manager

By: _____
JOE CHINN, Town Manager

ATTEST:

ATTEST:

LINDSAY LARA, City Clerk

LINDA LOPEZ, Town Clerk

APPROVED AS TO FORM:

ROBERT F. EPSTEIN, City Attorney

BENJAMIN L. STOCK, Town Attorney

Attachments: Exhibit A-Legal Description of Property
Exhibit B - Map of Property



Ragghianti|Freitas LLP

Attorneys at Law

1101 5th Avenue, Suite 100
San Rafael, CA 94901
telephone 415.453.9433
facsimile 415.453.8269
www.rflawllp.com

Riley F. Hurd III
rhurd@rflawllp.com

November 27, 2017

Via E-Mail Only

Mayor Gary Phillips
Gary.Phillips@cityofsanrafael.org

Re: 400 Upper Toyon Drive - Annexation

Dear Mayor Phillips:

Thank you for taking the time to meet with Gary Ragghianti and myself prior to the Thanksgiving break. As we discussed, I am providing you with some additional information regarding the proposed annexation of 400 Upper Toyon Drive from San Rafael to Ross. After reading the information herein, it is my hope that you will agree that this annexation is the proper step to take from a land-use planning perspective, as well as to ensure the efficient provision of municipal services. After speaking at length with my client, I can state that this was never a pre-planned or financially motivated request, it is one born out of necessity. Also, after a detailed analysis, this annexation is fully recommended by LAFCO.

Background

400 Upper Toyon Drive is the northernmost occupied parcel on Upper Toyon Drive. The lot is entirely surrounded by open space and the Town of Ross. **All residential parcels within a quarter mile drive in either direction are in Ross** (the empty 404 and 440 Upper Toyon, as well as 341, 337, and 325 Upper Toyon). One of the reasons for this layout is that the unoccupied parcels adjacent to 400 Upper Toyon, which are now 404 and 440 Upper Toyon, were detached and annexed to Ross between 2004 and 2008.

Importantly, 400 Upper Toyon **has a Kentfield mailing address and zip code (94904), and is located in the Ross School District.** In nearly all aspects, this parcel is generally not categorized as if it were in San Rafael.



Issues with Municipal Services

The location of 400 Upper Toyon in an area that appears to be Ross, but is actually San Rafael, has created confusion in the provision of municipal services, including police and fire response, which is a serious life/safety issue. At our meeting, you requested specific examples of this confusion, so I am providing 4 examples, and have carefully chosen ones that can be fully corroborated by the public records:

1. **January 22, 2016** - The owners noticed several bicycles chained to the gate on the fire trail that bisects 400 Upper Toyon. They then discovered a camp stove and pots and pans next to the PG&E transformer on the east end of their property. This was quite alarming; the winter of 2016 was dry, and someone cooking with flame next to electrical utility equipment could cause a disaster. They called the Ross Police Department, and they responded promptly. However, when the Ross police arrived, they determined that the bicycles and stove were across the city line into San Rafael, and they were unwilling to cross the line and remove them. They said they would call the San Rafael police department to expedite a response.
 - a. After hearing nothing, my clients called the San Rafael police department, and the dispatcher initially stated that **there is no such thing as a 400 block of Upper Toyon, insisting that everything past 320 Upper Toyon is in the Town of Ross.** San Rafael police eventually responded 5 days later.
2. **September 19, 2016** - A suspicious man parked in front of 400 Upper Toyon and began to walk around. The Ross police responded, as the man and his car were in Ross (all of Toyon is actually in Ross Town limits). However, when the Ross police arrived, they had a disagreement regarding jurisdiction. **The officers were not aware that the road is entirely in Ross**, and felt it should be a San Rafael matter, even though the subject of the complaint was in Ross.
3. **January 11, 2017** - A mudslide closed Upper Toyon Drive in the morning. My clients were therefore entirely cut off, as there is only one exit from their property. They called 911 at 8:50am, and were routed through a variety of dispatchers - San Rafael, Central Marin fire, etc. At 1:56pm, having seen no action, they again tried San Rafael, and were put through to the public works department and left a message. Still stuck, they tried the fire department at 1:59pm, and was told they or public works would return the call later.



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- a. After tracking down a private contractor who cut a path through the mud that night, they received a return call from San Rafael 7 days later on January 18, asking if they still needed help.
4. **March 19, 2017** - A tree that had been weakened by the January mudslide fell into Upper Toyon, closing the road again. After some debate about which jurisdiction had the tree, the Ross fire department sawed it and removed it.

The isolated, island-like, nature of this property is causing serious, and dangerous delays in police, fire, and municipal responses. All other homes up there are in Ross, the street is in Ross, and many City staffers believe it to be in Ross. Annexation will address this issue before something even more serious occurs.

Money

At our meeting, we had a frank discussion about money, property taxes, and the motivations for this request. Prior to the issues recited above, my clients had never even heard of annexation or LAFCO. It was a process suggested to them due to the issues they were having, not something intended to add value. Their home was marketed and sold as a Kentfield address, which it is, and as being in the Ross School District, which it is. Only an incredibly informed buyer would be able to ascertain that the APN prefix means it is in San Rafael. This is not a financially driven request, it is one of safety.

If annexed to Ross, San Rafael would no longer be responsible for servicing this single home, at the end of a winding road, on top of a hill, separate from all other San Rafael homes. **The cost to the City of San Rafael of serving this home far exceeds the property tax revenue generated from its value.** For these reasons, LAFCO strongly believes annexation is proper here.

Conclusion

With these facts in mind, we would request that this matter be brought back to the San Rafael finance committee and reconsidered. LAFCO staff is prepared to attend this meeting and further explain their position. It makes sense for all parties involved, including the City of San Rafael, to reconcile the misclassification of this detached lot.

Thank you for taking the time to reconsider this important matter.



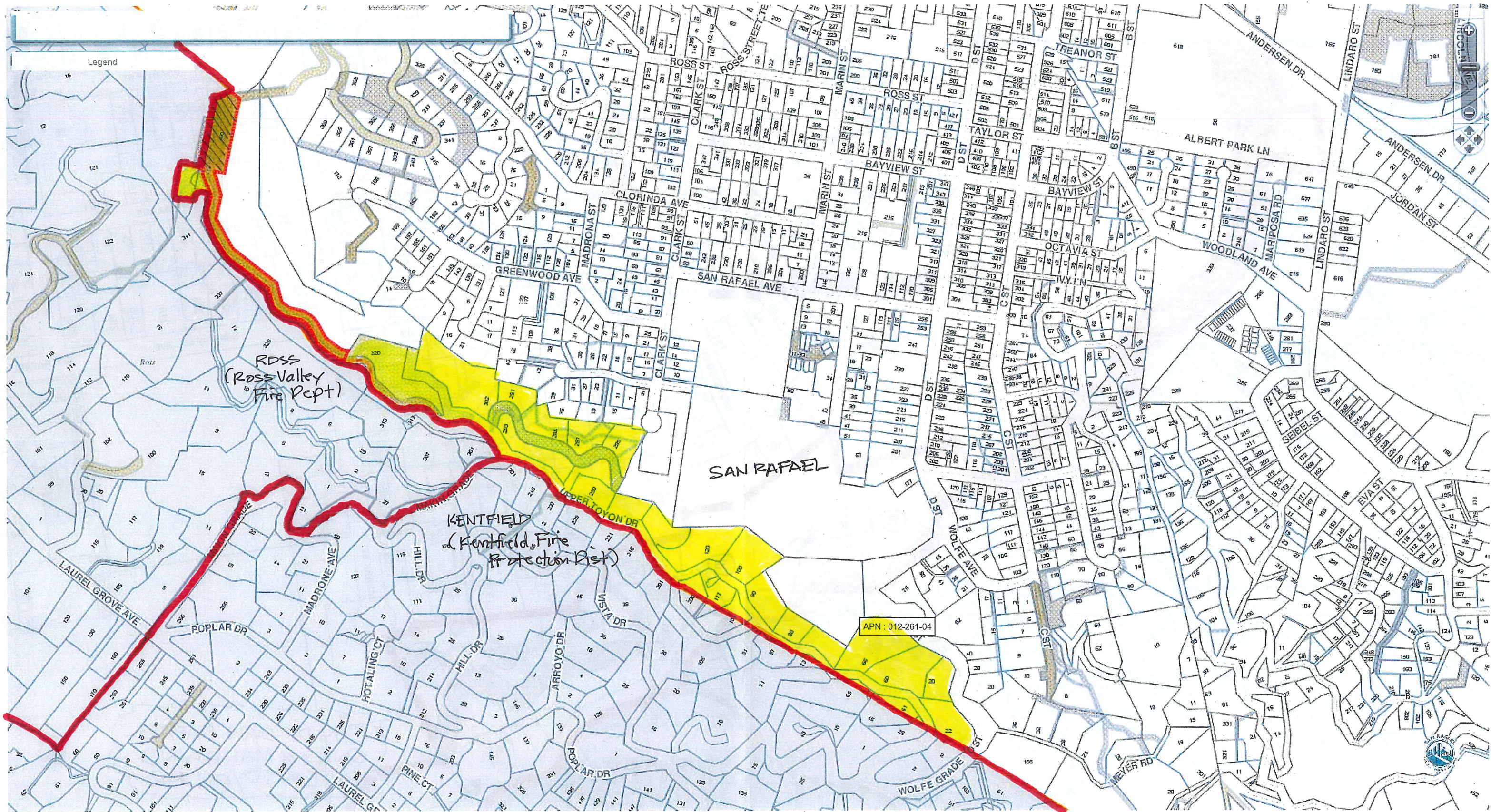
Ragghianti|Freitas LLP

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Very Truly Yours,

A handwritten signature in blue ink, reading "Riley F. Hurd III". The signature is written in a cursive, flowing style.

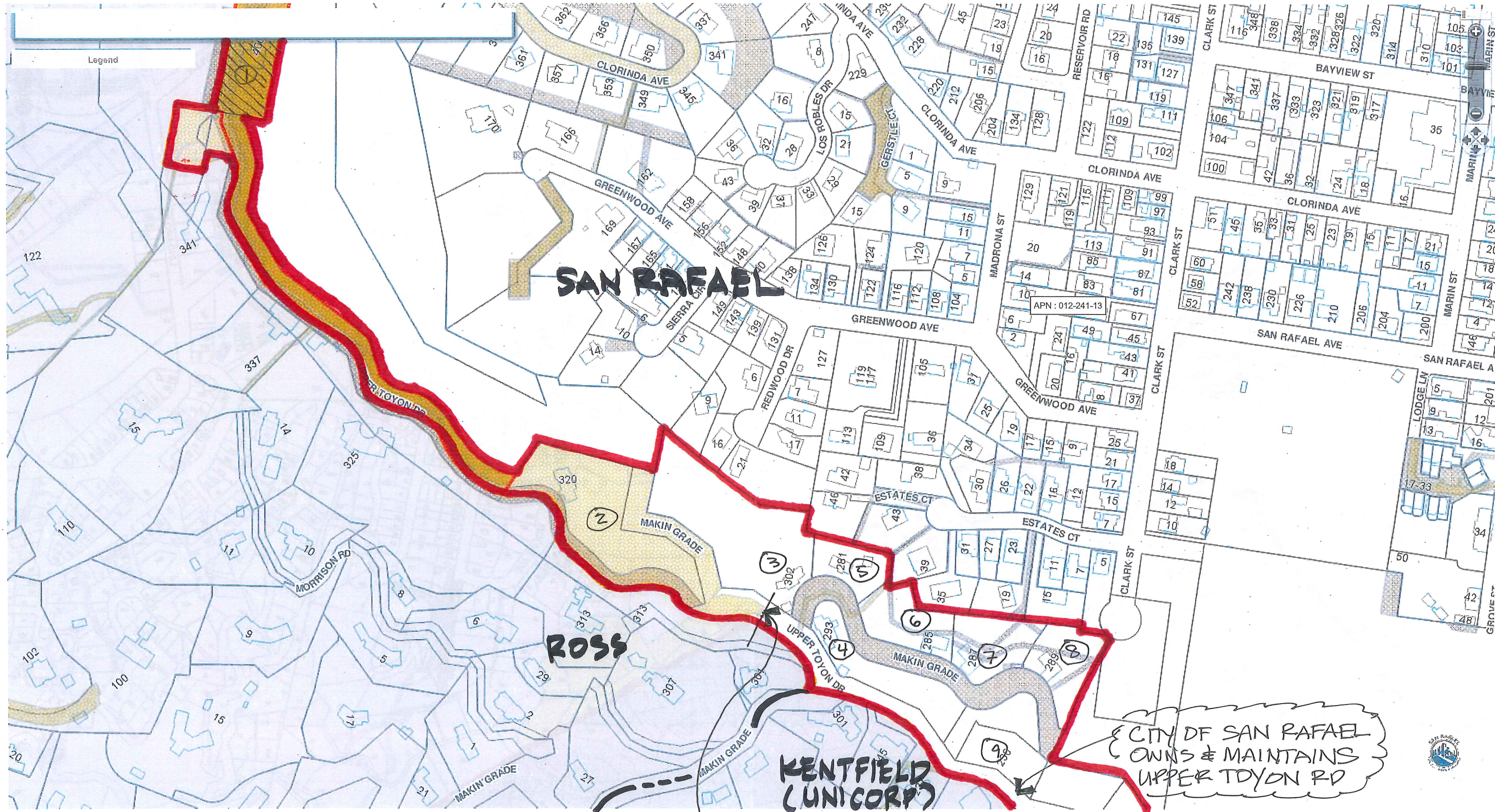
Riley F. Hurd III



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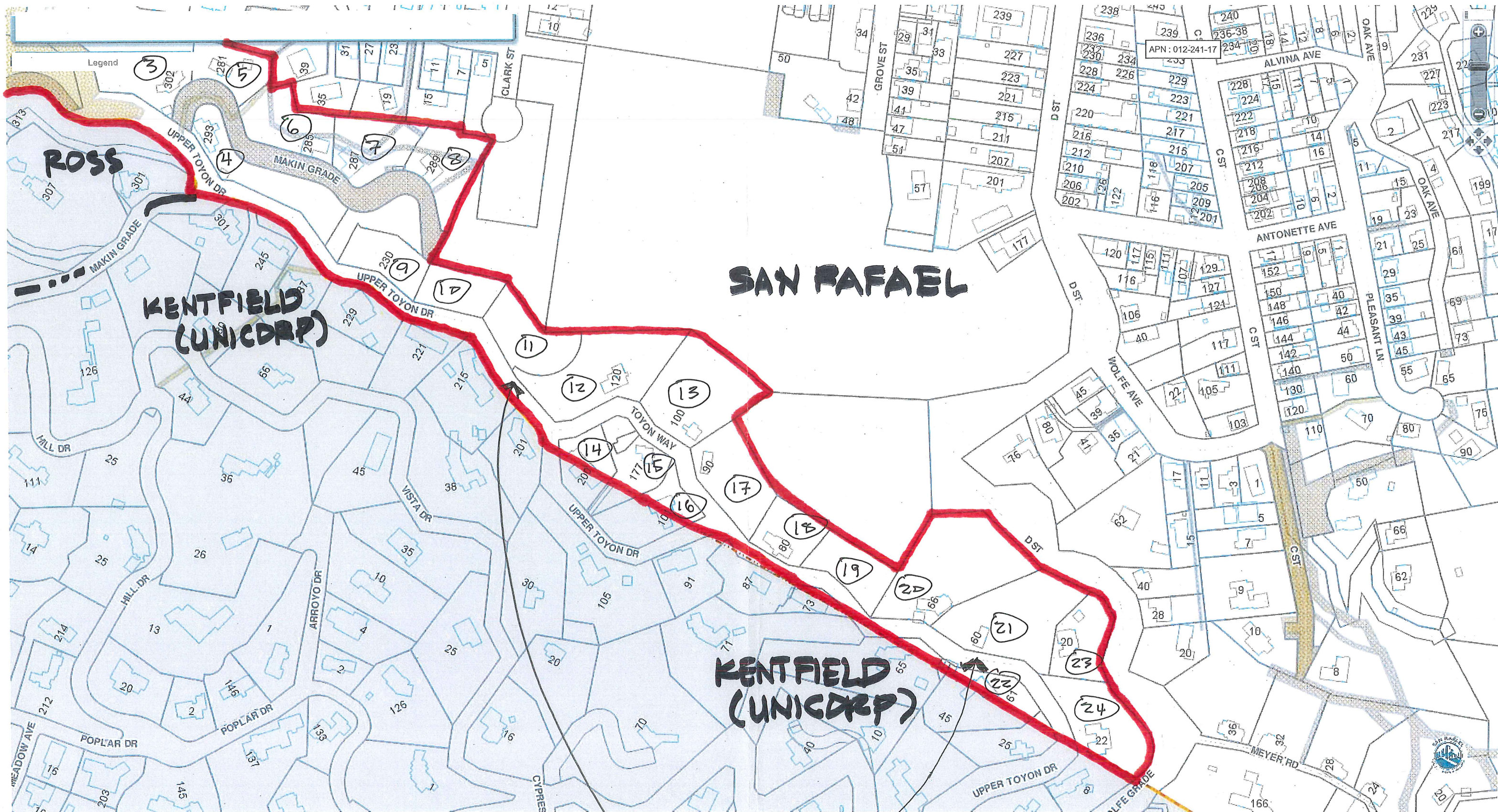
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CITY OF SAN RAFAEL
 OWNERSHIP + MAINTENANCE
 OF UPPER TOYON ROAD TERMINATES HERE





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3636.86 x 1968.07 (ft)

CITY OF SAN RAFAEL
 OWNS & MAINTAINS
 UPPER TOYON RD



March 08, 2019

Joe Chinn
Town Manager
Phone: 453-1453 ext. 107

Re: Tax Share

Dear Joe:

Thank you for your continued effort regarding 400 Upper Toyon's request for detachment. As you know, the City of San Rafael's February 19, 2019 Staff Report on the matter was continued to a future meeting. The attorney for the property owner requested continuance and we are currently targeting the City Council meeting of April 2, 2019 if that date is satisfactory to all parties.

Prior to the City Council's involvement in the matter, city staff from both Ross and San Rafael met in June 2017 and discussed a potential property tax share proposal that would have included a 50/50 tax share split between our two cities for the first five years after detachment and then a 25/75 San Rafael/Ross tax share after year five. Under that proposal, the shared amount would only have included the base property tax. The City would permanently have lost access to its storm run-off, library parcel, and paramedic taxes after the detachment.

That initial staff proposal was not supported by our Council Finance Subcommittee due to concerns about the loss of City tax revenue combined with the fact that the City of San Rafael would continue to provide services to this property by maintaining roads, providing shared fire and paramedic services, and continuing to provide access to other City services such as the Library.

At various junctures, the property owner has expressed reasons for seeking detachment, primarily that confusion about jurisdiction has resulted in difficulty in receiving prompt assistance from San Rafael Police and Fire. Staff investigated the property owner's concerns and determined the following:

- 400 Upper Toyon Drive is within the jurisdiction of San Rafael but has a Kentfield mailing address. The City's GIS system recognizes the property as within San Rafael's jurisdictional borders.

- The San Rafael Police Department (SRPD) confirmed that 400 Upper Toyon Drive is in the City's dispatch system as a San Rafael residence. In addition, in or about March 2018, SRPD tested the 911 system from the property owner's cell phone to ensure that 911 calls come directly to SRPD dispatch. SRPD also provided the property owner with SRPD's 7-digit emergency line as an alternative to 911.
- 400 Upper Toyon Drive shares a long private driveway with other properties on Upper Toyon Drive beyond the intersection of Upper Toyon Drive and Makin Grade. Public Works responds to calls at this property, but the limit of San Rafael's maintenance responsibility generally ends at the intersection of Upper Toyon and Makin Grade.
- A 2017 slide referenced by the property owner was along that private driveway, not a City street. Additionally, the 2017 storm resulted in many emergency calls to the City's Public Works departments who were responding to other critical requests at the time the Upper Toyon call for service came in. Staff prioritized the demand for services and eventually followed up with the property owner, even though the slide was not on a City maintained street. The response did take a number of days due to the volume of calls received during that particular storm.

After the Council committee reacted negatively to the proposed tax share agreement, staff concluded that the City clearly wanted to retain the tax revenue from this property. However, in response to requests by the property owner's attorney that San Rafael continue to negotiate a tax-share agreement with the Town of Ross and to agendaize the matter for a future City Council meeting, I reached out to you in January of this year to continue to discuss the matter. We were not able to reach agreement and I am following up with you now to attempt to finalize the discussion.

For this individual request for detachment, Ross and San Rafael are required to negotiate in good faith on an exchange of property tax revenues. The primary concerns for San Rafael continue to be the ongoing tax loss, particularly in view of the continuing costs that will be incurred by the City related to this property regardless whether it is located in Ross or San Rafael. For example, there will be continued costs to maintain the access road to the property, as well as the loss of additional City taxes such as the Library and Paramedic Special Tax, despite the property owner still having access to these services. Furthermore, the City of San Rafael Fire Department (e.g., both fire and paramedic service) would still respond to this property as part of mutual aid responses between the two entities and given the traffic patterns and location of the street leading to Upper Toyon, it is very likely that it would be a San Rafael fire engine or ambulance responding to any 911 call at that address.

Given the City's inability to reduce its services in proportion to the estimated loss of tax revenue, the City is only able in good faith to concede a small portion of tax revenue for this property on an ongoing basis. The City proposes the following:

A property tax share that includes a 95/5 tax share split between our two cities, with 95% of the property tax for 400 Upper Toyon attributed to San Rafael and 5% to Ross, in perpetuity.

Please know that this negotiation and counter is not personally directed at Ross in any way. The City enjoys its relationship with Ross and hopes to continue working collaboratively on shared issues. This counter proposal is merely in response to the City's economic needs coupled with ongoing service demands that would not diminish with the detachment of this one parcel.

I am happy to discuss this with you further if you like and look forward to your response. As mentioned above, the property owner's attorney has requested this matter be continued to the April 2nd San Rafael City Council meeting. We are tentatively holding that date but will not proceed until these negotiations are complete.

Sincerely,

A handwritten signature in blue ink that reads "Jim Schutz". The signature is stylized and written over the printed name and title.

Jim Schutz
City Manager



Ragghianti|Freitas LLP

Attorneys at Law

1101 5th Avenue, Suite 100
San Rafael, CA 94901
telephone 415.453.9433
facsimile 415.453.8269
www.rflawllp.com

Riley F. Hurd III
rhurd@rflawllp.com

March 15, 2019

Via E-Mail Only

City Council
City of San Rafael
1400 Fifth Avenue, Room 203
San Rafael, CA 94901

Re: De-Annexation of 400 Upper Toyon Drive, San Rafael

Dear Members of the City Council:

Our office continues to represent Raphael de Balmann, the owner of 400 Upper Toyon in San Rafael. The staff report released in advance of the Council's consideration of our de-annexation request focused nearly exclusively on the potential fiscal impacts. Very little mention was made about the numerous times the confusion about the jurisdiction over the subject property has had serious, inconvenient, and sometimes dangerous impacts on the owners.

Because the City's focus appears to be on money, and because the owners are so concerned about the ongoing confusion, the owners are prepared to offer a one-time supplementary tax payment in the amount of \$20,000.00 to offset any perceived losses by the City from this de-annexation.

The Town of Ross has agreed to an unbelievable deal for the City of San Rafael - 50/50 tax sharing for the first 5 years, and 75/25 **in perpetuity**. The City is poised to collect taxes on a house it doesn't have to service....forever. The offer of the additional \$20,000 tax payment as part of the de-annexation moves this deal from a great one for the City, to one that is objectively, financially, spectacular. By the City's math, the foregone revenue - not taking into account any cost of servicing the house - is \$2,980 per year. Accordingly, the \$20,000 would be a **6.7x multiplier** on the lost revenue, not even considering the additional ongoing revenue from the tax split.

We would ask that the City please move forward with the de-annexation on these terms such that our clients can align their delivery of municipal services, avoid the issues of the past, and still contribute to San Rafael in perpetuity. Thank you.



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Very Truly Yours,

A handwritten signature in blue ink, appearing to read 'Riley F. Hurd III'. The signature is written in a cursive, flowing style.

Riley F. Hurd III

CC: Client



Ragghianti|Freitas LLP

Attorneys at Law

1101 5th Avenue, Suite 100
San Rafael, CA 94901
telephone 415.453.9433
facsimile 415.453.8269
www.rflawllp.com

Riley F. Hurd III
rhurd@rflawllp.com

October 26, 2018

Via E-Mail

City Council
City of San Rafael
1400 Fifth Avenue, Room 203
San Rafael, CA 94901

Re: De-Annexation of 400 Upper Toyon Drive, San Rafael

Dear Members of the City Council:

Our office continues to represent Raphael de Balmann, the owner of 400 Upper Toyon in San Rafael (APN 012-121-28, "Property"), where he lives with his wife and two young children.

Background

The Property is at the end of a long road. To access the Property from downtown San Rafael, one must leave the City of San Rafael, enter unincorporated Marin County, enter the Town of Ross, then re-enter the City of San Rafael. This location, and constant confusion about jurisdiction, has led to a whole host of issues for the de Balmann family. Their mail is often returned to sender. Their children attend the Ross School District, and will attend the Tamalpais Union High School district. Most significantly though, is that, while their property taxes fund San Rafael services, on multiple occasions when they have requested services in cases of emergencies, they have been told that their property is not in San Rafael and therefore would not be served by San Rafael Police or Fire.

A thorough explanation of the issues faced by the de Balmann family was set forth in our November 27, 2018 letter to Mayor Phillips.

As the jurisdictional issues progressed, Mr. de Balmann started communicating with the City of San Rafael, the Town of Ross, and the Marin LAFCO seeking a resolution to the confusing boundary issue. He was greeted with support by LAFCO for detaching



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from the City of San Rafael and concurrently annexing into the Town of Ross. Also, staff members from each of the municipalities met and agreed on tax sharing agreement in support of the annexation. Specifically, The Town of Ross suggested a 50% property tax split for the first five years, then a 25% San Rafael and 75% Town of Ross split forever. In other words, the City of San Rafael could collect, in perpetuity, 25% of the tax revenue for a property it doesn't even have to serve.

In November 2017, we met with Mayor Phillips to discuss this issue. We followed that meeting with a formal request for the proposed reorganization to be brought to the City of San Rafael Finance Committee. On March 12, 2018, we attended the Finance Committee meeting ("Finance Meeting") with our client. The meeting included the Mayor and Vice Mayor and City staff.

At the Finance Meeting, with the presence and support of the Interim Executive Officer of LAFCO, Rachel Jones, and the oral support of a representative from the Town of Ross, we requested that the City reorganize the Property so that it would become part of the Town of Ross.

The Finance Committee did not meaningfully discuss the merits of the request, refused to make a formal recommendation, and suggested we reconvene at a later date.

We have just learned that after this first meeting, a second Finance Committee meeting was held, with no notice to us or our client as required by law, and action was taken formally deferring the request. We hereby request reconsideration by the Finance Committee and that the City of San Rafael take steps to de-annex the Property, beginning with an agreement for property tax exchange.

Legal Standard

In a letter to Mayor Phillips dated March 8, 2018 ("March LAFCO Letter"), Interim Executive Officer Rachel Jones stated that before reorganization, the Town of Ross and City of San Rafael need to adopt a property tax exchange agreement under Revenue and Taxation Code section 99(b). Marin LAFCO requested, both at the Finance Meeting and in the March LAFCO Letter, that the "agencies act in good faith and determine if the existing master tax agreement shall apply or commence a 60-day negotiation period to determine the amount - if any - of property tax revenue to be exchanged"

As alluded to in the Marin LAFCO Letter, upon receiving an application for reorganization, the County auditor must estimate the property tax impacts and report them to the affected governing bodies who must then commence negotiations.



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(Revenue and Taxation Code section(b)(1-4).) LAFCO may not approve the reorganization until the local agencies agree to accept the exchange in property tax revenues. (Revenue and Taxation Code section 99(b)(6).)

The controlling case on this subject is *Greenwood Addition Homeowners Assn. v. City of San Marino* (1994)(14 Cal.App.4th 1360). While *Greenwood* does not mandate that the cities reach an agreement, it does impose a duty to “enter into genuine and vigorous negotiations” and the negotiations must be “in good faith.” (*Greenwood*, 360-61.) The City has utterly failed to meet this legal standard in this particular matter. No attempt to negotiate in good faith was made, and the proposal was dismissed while our clients were accused of simply “wanting to live in Ross.” The letter attached hereto explains the actual impetus for the request.

Logical Jurisdictional Divide

At the first Finance Committee meeting, there was brief discussion regarding a fear that this annexation would lead to other properties leaving the City. This fear is unfounded, as LAFCO has opined that other annexations would not be appropriate.

Upper Toyon Drive and Makin Grade create a quadrant that acts as dividing lines for three jurisdictions – San Rafael, Ross, and the County. The homes in the two quadrants northeast of Upper Toyon Drive are all in San Rafael. The homes southwest of Upper Toyon Drive are in either the Town of Ross or unincorporated Marin County, not the City of San Rafael - homes below Makin Grade are in the unincorporated County; homes above Makin Grade are in the Town of Ross, except for this one. The requested annexation fits and continues a clear jurisdictional divide.

400 Upper Toyon Drive Is Unique

All the properties along Upper Toyon are on one side of the road or another except number 400. 400 Upper Toyon *is* the road, and falls on both sides of the road.

The Property is designated to be served by the San Rafael Sanitation District, San Rafael Fire District, and the Ross Elementary School District, and Tamalpais Union High School District.

The three closest homes (341, 337, and 325 Upper Toyon Drive), the only homes within 1/4 mile, are all in the **Town of Ross** - they are southwest of Upper Toyon Drive and above Makin Grade. They are each served by the Sanitary District Number 1, rather than the San Rafael Sanitation District. They are each served by the Ross Fire



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Department, rather than the San Rafael Fire Department. The next closest home, more than 1/4 mile away, is 320 Upper Toyon Drive. It is on the northeast side of Upper Toyon Drive, and is in the City of San Rafael for that reason.

Each of the properties beyond that are below Makin Grade, and if they were not in San Rafael, they would be in the unincorporated County.

These properties can be differentiated. Each fits a logical category, except this Property, which is hanging more than 1/4 mile up the road from the next San Rafael home, requiring San Rafael police and fire services to leave their jurisdiction before re-entering it to serve this Property.

Brown Act Violation

It has only recently come to our attention that on April 26, 2018, the City Council Finance Committee met a second time regarding the request to de-annex the Property. No notice was given to this office or the Property owner as required by law. Also, the agenda for the meeting was severely deficient in its description of the item.

Attached as **Exhibit A** is the agenda for the April 26, 2018, Finance Committee meeting. Item 5(b) is listed as "Deannexation Request" under "Future Topics." No address was given, thereby giving no indication what property this was about, and the topic of discussion was definitely not that of a "future" item. Instead, we are only now informed that a substantive discussion was held about this particular request, for this particular property, and it was decided that the issue would be referred to the LAFCO for inclusion on its work plan.

The Brown Act requires a brief general description of each item of business to be discussed. (Gov't Code 54954.2(a)(1).) Many cases have interpreted this standard, and these interpretations make it clear that description here was woefully inadequate. Agenda drafters must give the public a fair chance to participate in matters of particular or general concern by providing the public with more than mere clues from which they must then guess or surmise the essential nature of the business to be considered by a local agency. (*San Diegans for Open Government v. City of Oceanside* (App. 4 Dist. 2016) 209. Cal.Rptr.3d 305.) (See also *Moreno v. City of King* (App. 6 Dist. 2005) 25 Cal.Rptr.3d 29.)



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In lieu of a formal Cease and Desist letter at this time, which can be brought under the delayed discovery rule, we simply request that the City reconsider the action taken in the April 26, 2018 Finance Committee meeting, and provide us with written notice of the agenda item in advance. (Govt Code 54960.2(a)(1); 54960.2(b); 54960.2(c)(1-2).)

Conclusion

In conclusion, we ask that you meaningfully consider the Town of Ross' proposed property tax split. If this is not agreeable, we ask that you have vigorous negotiation to determine a property tax split that would be acceptable.

We also ask that you remedy the Brown Act violation by re-agendizing this matter.

We look forward to moving forward with annexing 400 Upper Toyon Drive into the Town of Ross in a way that has minimal impact on both the City and the Town. Thank you.

Very Truly Yours,

A handwritten signature in blue ink that reads "Riley F. Hurd III". The signature is written in a cursive style with a large, stylized 'R' and 'H'.

Riley F. Hurd III

CC: Client



Exhibit A



CITY COUNCIL FINANCE COMMITTEE

SAN RAFAEL CITY HALL
CITY MANAGER'S CONFERENCE ROOM
1400 FIFTH AVENUE SAN RAFAEL, CA 94901
THURSDAY, APRIL 26, 2018 5 P.M. TO 6 P.M.

MEETING AGENDA

1. Call Meeting to Order (Chair)

2. OPEB (Retiree Medical) Actuarial Valuation
 - a. Draft as of June 30, 2017
 - b. Discount Rate

3. Items for May 7 City Council
 - a. Paramedic Tax Rates
 - b. Classification Change

4. Animal Services Contract

5. Future Topics
 - a. May 8 for May 21 City Council
 - i. FY17-18 budget update
 - ii. Measure A – Open Space FY18-19 Planned Spending
 - iii. FY18-19 preliminary budget
 - b. Deannexation Request

6. Adjourn



Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of the ADA Coordinator as soon as possible, but no later than 48 hours before the scheduled event: Public Works, 111 Morpheus St, P.O. Box 151560, San Rafael, CA 94915; Phone: 415-485-3354; Fax: 415-485-3100; TTY: 415-485-3198



Agenda Item No: _____

Meeting Date: **May 6, 2019**

SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: Fire Department

Prepared by: Christopher Gray

City Manager Approval: _____

TOPIC: SAN RAFAEL WILDFIRE ADVISORY COMMITTEE

SUBJECT: RESOLUTION ESTABLISHING THE SAN RAFAEL WILDFIRE ADVISORY COMMITTEE, APPOINTING INITIAL COMMITTEE MEMBERS, AND ADOPTING COMMITTEE GUIDELINES

RECOMMENDATION:

Adopt a resolution establishing the San Rafael Wildfire Advisory Committee, appointing initial Committee members and authorizing the City Council Subcommittee on Wildfire Prevention to appoint the remaining members, and adopting the Committee purpose and operational guidelines.

BACKGROUND:

Climate change and growing hazardous fuel loads are creating an increased wildfire risk across California. In the past few years, wildfires have shattered notorious records, including those for size, property damage, and loss of life. These devastating fires have also provided new insight into how fires behave in the changing environment and expanding wildland urban interface. Following City Council direction, the San Rafael Fire Department developed a 38-point Wildfire Prevention and Protection Action Plan ("Plan") to outline the City's plan to address the growing threat. The plan addressed many of the same issues covered in the Marin County Board of Supervisors sub-committee's [September 11, 2018 report](#) discussing lessons learned from the 2017 North Bay wildfires.

The first draft of the Plan was presented to City Council on January 22, 2019 for input and public comment. In response to stakeholder feedback in the following several weeks, the Plan was revised, reorganized, and considered again by the City Council on March 18, 2019. That night, the City Council [formally approved the Plan](#), recognizing it as an evolving framework and stipulating that "the details associated with the implementation of the [Plan]... will be subject to additional public input, and evaluation of financial and other intended or unintended consequences."

ANALYSIS:

Throughout the development and adoption of the San Rafael Wildfire Prevention and Protection Action Plan, community input was gathered and incorporated. The Plan was adopted as a framework, with direction from the San Rafael City Council to form a citizen advisory committee to help formulate

FOR CITY CLERK ONLY

File No.: _____

Council Meeting: _____

Disposition: _____

implementation details, including help prioritizing action items, identifying funding sources, and drafting ordinance language to update the San Rafael Municipal Code.

To that end, City staff has prepared proposed guidelines for the City of San Rafael Wildfire Advisory Committee (“Committee”) (Exhibit B of the resolution). It is proposed that the Committee will be in place for approximately one year and be comprised of fifteen (15) members of the community. The City Council’s Subcommittee for Wildfire Prevention (“Subcommittee”), which includes Mayor Phillips and Councilmember Bushey, has already identified seven members they wish to include on the Committee (Exhibit A of the resolution) and recommends that the City Council authorize the Subcommittee to select the remaining eight Committee members following a public application process.

City representatives will take the feedback, comments, and suggestions of the Committee under consideration during plan implementation. Any draft ordinances and other products produced by the Committee will be shared for public comment via community meetings and/or scheduled City Council meetings.

It is the hope of City staff, therefore, that the Wildfire Advisory Committee will help the City successfully implement the vision of the Plan in an effective and inclusive manner.

Staff recommends that the City Council adopt the attached resolution to formally establish the San Rafael Wildfire Advisory Committee, appoint the seven initial Committee members recommended by the Council’s Subcommittee and delegate to the Subcommittee the appointment of the remaining eight Committee members, and adopt the proposed guidelines for the Committee’s purposes and operations.

COMMUNITY OUTREACH:

Calls for applications for the eight unfilled Committee positions will be shared on social media channels. In addition, direct outreach will be conducted to reach those previously expressing interest. The selection process will include such factors as: background/experience in topics related to wildfire prevention, diversity of all types (geographic, experience, gender, ethnicity, etc.), and commitment to the purpose of the Committee.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

OPTIONS:

The City Council has the following options to consider on this matter:

1. Adopt the resolution, including approving the initial seven recommended Wildfire Advisory Committee appointments, and adoption of Committee guidelines;
2. Modify the Wildfire Advisory Committee appointments and/ or guidelines; or
3. Direct staff to return to a future meeting with more information, or a modified list of Committee members and /or guidelines.

RECOMMENDED ACTION:

Adopt a resolution establishing the San Rafael Wildfire Advisory Committee, appointing initial Committee members and authorizing the City Council Subcommittee on Wildfire Prevention to appoint the remaining members, and adopting the Committee purpose and operational guidelines.

ATTACHMENTS:

1. Resolution

RESOLUTION NO.

**RESOLUTION OF THE SAN RAFAEL CITY COUNCIL ESTABLISHING THE
SAN RAFAEL WILDFIRE ADVISORY COMMITTEE, APPOINTING INITIAL
COMMITTEE MEMBERS AND ADOPTING COMMITTEE GUIDELINES**

WHEREAS, on January 22, 2019, City staff presented and received feedback from the City Council and public regarding a draft action plan, entitled “Wildfire Prevention and Protection Action Plan,” outlining goals, objectives, and strategies relating to wildfire prevention; and

WHEREAS, following the January 22, 2019 City Council meeting, City staff solicited and incorporated feedback from residents and stakeholders into an updated draft of the Wildfire Prevention and Protection Action Plan; and

WHEREAS, at its regularly scheduled meeting on March 18, 2019, the City Council, after considering and receiving public comment on City staff’s updated draft of the Wildfire Prevention and Protection Action Plan, approved the Wildfire Prevention and Protection Action Plan as a framework for wildfire mitigation, prevention, and protection; and

WHEREAS, the City Council indicated that it wished to establish a citizens’ advisory committee to inform and support an effective implementation of the Wildfire Prevention and Protection Action Plan, and directed staff to return with recommendations for the purposes and operations of the proposed committee; and

WHEREAS, City staff and the City Council’s Subcommittee on Wildfire Prevention (“Subcommittee”) have recommended that the proposed citizens’ advisory committee be made up of 15 members; and

WHEREAS, the Subcommittee has identified and recommends seven committee nominees from local Boards, Commissions, organizations, and advocacy groups as shown on Exhibit A attached hereto and incorporated herein by reference; and

WHEREAS, the Subcommittee has recommended that the remaining citizens’ advisory committee members and any alternates be selected by the Subcommittee following additional outreach by City Staff to potential applicants; and

WHEREAS, City staff has prepared and recommends a set of “City of San Rafael Wildfire Advisory Committee Guidelines” attached hereto as Exhibit B and incorporated herein by reference;

NOW, THEREFORE, BE IT RESOLVED, by the San Rafael City Council as follows:

1. The City of San Rafael Wildfire Advisory Committee is hereby established.
2. The individuals listed in Exhibit A are hereby appointed to the San Rafael Wildfire Advisory Committee.
3. Exhibit B is hereby adopted as the guidelines for the San Rafael Wildfire Advisory Committee.
4. The City Council's Subcommittee on Wildfire Prevention is authorized to appoint the remaining eight appointees and any alternates to the San Rafael Wildfire Advisory Committee.

I, LINDSAY LARA, Clerk of the City of San Rafael, hereby certify that the foregoing resolution was adopted at a regular meeting of the City Council on the 6th day of May 2019.

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

LINDSAY LARA, City Clerk

EXHIBIT A: LIST OF WILDFIRE ADVISORY COMMITTEE MEMBERS

EXHIBIT B: WILDFIRE ADVISORY COMMITTEE GUIDELINES

EXHIBIT A

LIST OF ADVISORY COMMITTEE MEMBERS

Member
Gina Daly
Sandra Luna
Gregory Poulos
Larry Luckham
Stephen Mizroch
Tom Oblatz
Tom Unterman

EXHIBIT B

CITY OF SAN RAFAEL WILDFIRE ADVISORY COMMITTEE GUIDELINES

Mission Statement: The mission of the Wildfire Advisory Committee is to help improve Citywide resiliency and protect the community and firefighters by reducing wildfire risk. The Committee will use the City's "Wildfire Prevention and Protection Action Plan" as a starting point and will provide input on implementing measures such as the development of new City ordinances, assist in the prioritization of implementation measures, provide input on cost effective implementation strategies, and assist in disseminating information and obtaining wider public input.

Anticipated Term: The Committee is intended to be temporary in nature as opposed to the existing standing Boards and Commissions of the City of San Rafael. The Committee will remain in place for approximately twelve months but serves at the pleasure of the City Council who may adjust the term as necessary.

Organization and Membership: Committee members must live in San Rafael or own/operate a business in San Rafael to serve. The Committee shall be comprised of 15 members of the community. Members will be selected by the City Council's ad hoc Subcommittee for Wildfire Prevention, which includes Mayor Phillips and Councilmember Bushey. The City Council's ad hoc Subcommittee has already identified approximately seven members and is now seeking to call for applications for the remaining eight positions. Criteria for Committee members include such factors as: background/experience in topics related to wildfire prevention, diversity, and availability for and commitment to the goals of the Committee. The meetings will be collaborative and a place to bring forward innovative ideas for consideration.

Specific Duties: The committee's advisory and review function on matters related to implementing the Wildfire Prevention and Protection Action Plan include, but are not limited to:

1. Participating in the development, review, and prioritization of wildfire-related City ordinances.
2. Providing input to strategies related to collaboration, education, coordination for plan implementation, and funding.
3. Reviewing and commenting on existing conditions, ordinances, and mitigation measures within the City relating to wildfire prevention and protection.
4. Participating in the City's efforts to inform and educate the public on wildfire risk, mitigation measures, ongoing and planned efforts, and opportunities for public input.

5. Reviewing and providing feedback on significant wildfire mitigation projects including but not limited to, fuel mitigation, fire road improvements, and evacuation enhancements.

Meetings and Community Involvement: Initial meetings will be held twice a month and will shift to monthly and bimonthly as directed by the City Council ad hoc Subcommittee. Meetings will be open to the public and held in City Hall and the Community Center's as scheduling needs require. Information about the committee meetings, including upcoming agenda, will be posted online and as otherwise required by law. The public will be invited to comment at every meeting. Draft ordinances and other public records reviewed or recommended by the committee will be shared for public comment via community meetings and/or scheduled City Council meetings.

City Staff Role: Mayor Phillips and Councilmember Bushey will be the co-chairs of the Wildfire Advisory Committee. Primary responsibility for staffing the Committee will rest with the Fire Chief or his designee – and will involve other City staff as necessary. City staff will prepare meeting agendas and prepare summary meeting minutes. Staff will facilitate committee meetings, advocating for productive exchanges of ideas. City representatives will take the feedback, comments, and suggestions of the committee under consideration during plan implementation. City staff will support sharing the committee's feedback with the public through community meetings and/or online forums.



**Resolution of the
City Council of the City of
San Rafael in Support of
PUBLIC SERVICE RECOGNITION WEEK
May 5 – 11, 2019**

- WHEREAS,** Public Service Recognition Week has been celebrated since 1985 and is a time set aside to honor federal, state and local government employees; and
- WHEREAS,** public employees take not only jobs, but oaths and commitments to serve their communities in professional, compassionate and creative ways, and without these public servants at all levels, continuity would be impossible in a democracy that regularly changes its leaders and elected officials; and
- WHEREAS,** employees of the City of San Rafael serve the residents of our community with the highest degree of innovation, professionalism, efficiency, integrity, accountability, and commitment by working in alignment with the Together San Rafael guiding principles; and
- WHEREAS,** public employees have much to offer, as demonstrated by their expertise and innovative ideas, and serve as examples by passing on institutional knowledge to train the next generation of public servants; and
- WHEREAS,** employees of the City of San Rafael work to maintain and improve the City's infrastructure, ensure the physical safety of San Rafael residents, preserve and enhance the health of all residents, conserve and promote the natural beauty of San Rafael's environment, provide recreation, child care and library programs, and support the diversity of the City; and
- WHEREAS,** our city, state and nation are deeply indebted to the women and men who devote themselves to public service and make incalculable contributions to our city's quality of life.

NOW THEREFORE, BE IT RESOLVED, that the Mayor and City Council of the City of San Rafael proclaim May 5 through May 11, 2019, as Public Service Recognition Week, and extend their gratitude on behalf of a thankful and supportive community to all public service workers.

Mayor

Councilmembers

City Manager

Attested by my hand this ____ day of ____

City Clerk



**Resolution of the
San Rafael City Council
in Recognition of**

NATIONAL POLICE WEEK 2019

- WHEREAS,** The Congress and President of the United States have designated May 15, 2019 as Peace Officers' Memorial Day, and May 12 to 18, 2019 as National Police week; and
- WHEREAS,** the members of the San Rafael Police Department play an essential role in safeguarding the rights and freedoms of all those residing in or visiting San Rafael; and
- WHEREAS,** it is important that all residents know and understand the duties, responsibilities, hazards, and sacrifices of their law enforcement agency, and that members of the Police Department recognize their duty to serve the people by safeguarding life and property, by protecting them against violence and disorder, and by protecting the innocent against deception and the weak against oppression; and
- WHEREAS,** the men and women of the San Rafael Police Department unceasingly provide a vital public service.

NOW THEREFORE, BE IT RESOLVED, that the Mayor and City Council of the City of San Rafael call upon all patriotic, civic and educational organizations to observe the week of May 12 to 18, 2019 as National Police Week with appropriate ceremonies and observances in which all of our people may join in commemorating law enforcement officers, past and present, who, by their faithful and loyal devotion to their responsibilities, have rendered a dedicated service to their communities and, in so doing, have established for themselves an enviable and enduring reputation for preserving the rights and security of all residents.

FURTHERMORE, we call upon all residents of San Rafael to recognize Wednesday, May 15, as Peace Officers' Memorial Day in honor of those law enforcement officers who, through their courageous deeds, have made the ultimate sacrifice in service to their community or have become disabled in the performance of duty, and let us recognize and pay respect to the survivors of our fallen heroes.

Mayor

Councilmembers

City Manager

Attested by my hand this ____ day of ____

City Clerk



SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: Public Works

**Prepared by: Bill Guerin
Director of Public Works**

City Manager Approval: 

File No.: 01.14.16

TOPIC: FLEET VEHICLE PURCHASES

SUBJECT: RESOLUTION AUTHORIZING THE CITY MANAGER TO INCREASE THE APPROVED PURCHASE PRICE FOR THREE POLICE PATROL CARS BY \$8,000 EACH (\$24,000 TOTAL FOR ALL THREE), FOR A TOTAL NOT-TO-EXCEED PURCHASE AMOUNT OF \$195,000.

RECOMMENDATION: Adopt a resolution authorizing the City Manager to increase the approved purchase price for three police patrol cars by \$24,000, for a total not-to-exceed amount of \$195,000.

BACKGROUND: The City of San Rafael's vehicle fleet consists of 185 vehicles. This includes passenger cars and trucks, as well as the City's specialty vehicles supporting the Fire Department, Police Department, Public Works, and others. The majority of City vehicles are utilized by public safety (Police and Fire), followed by Public Works.

The Department of Public Works annually proposes a list of vehicles that are recommended for replacement during that fiscal year. The annual budget for vehicle replacement is set in the Vehicle Replacement Fund (Fund #600). Since FY 2017-18, the following fleet purchases have been approved by City Council:

Council Meeting Date	Vehicles/Equipment Purchased
<u>June 5, 2017</u>	3 Fire Command Vehicles 3 Public Works Equipment Vehicles (Backhoe, Sweeper, Vacuum Truck) 1 Parking Enforcement vehicle
<u>October 2, 2017</u>	2 Fire Ambulances
<u>December 18, 2017</u>	3 Public Works Commercial Work Trucks 1 Public Works Utility Truck 1 Police Department Utility Truck 1 Parking Services Utility Truck 1 Fire Department Ambulance

FOR CITY CLERK ONLY

File No.:

Council Meeting:

Disposition:

SAN RAFAEL CITY COUNCIL AGENDA REPORT / Page: 2

September 17, 2018	3 Police Patrol Cars (<i>price increase proposed</i>) 1 Police Investigation Unit 1 Fire Department Heavy Duty Utility Truck
---------------------------	--

The City’s Fleet Management Policy and Procedures (Attachment 3) outlines the role of the Fleet Manager and various policies around replacement and repairs (including a commitment to purchase “green” (e.g. hybrid or electric vehicles) whenever possible). In addition, the Policy and Procedures document suggests a useable life for fleet vehicles by type. Although the usable life schedule outlined in the Fleet Policy and Procedures serves as a guide for estimating when replacement should occur, vehicles are not necessarily replaced in the number of years dictated by this schedule. Ultimately, the decision to replace a vehicle or other piece of equipment is based on its safety, mechanical condition, repair history and cost, the department’s operational needs, and available finances. This results in some vehicle replacements made well after a vehicle’s original anticipated replacement date, and at times vehicles may also be recommended for replacement before their scheduled replacement date.

ANALYSIS: After the City Council approved the purchase of three 2019 Ford Explorer Interceptor Police Patrol units at the September 17, 2018 City Council meeting, a purchase order was created and provided to the State-contracted dealership which supplied the quote and bid price included with the September 2018 staff report. At that time, the dealership informed the City that Ford Company had oversold the 2019 Ford Police Interceptors, and the City’s order could no longer be fulfilled. In fact, all public agencies with active orders of the Ford Interceptors made after July 2018 were issued a notice that dealerships were unable to supply the 2019 models, and agencies must wait until the 2020 Ford Interceptor model and corresponding State bid came out in early 2019. Therefore, like other agencies which placed orders after July, San Rafael had to wait for the 2020 models to be available for purchase.

However, while the wait was not ideal, the 2020 Ford Interceptor offers some important upgrades and advantages over the 2019 model. Chiefly, it will be Ford’s first hybrid Police unit. This will not only help achieve the City’s goal to continue to make significant strides in greening our fleet but will also yield significant savings in fuel costs over the vehicle’s useful life.

The new 2020 Ford Interceptor Model, with the hybrid option, is about an \$8,000 increase per car over the 2019 model that was approved in the September Council meeting. Additionally, the price for the 2019 models had been the last year of a multi-year state contract, and therefore a significant price increase for even the non-Hybrid model was anticipated for the 2020 Ford Interceptors.

Dept	Vehicle to be replaced	Last year replaced	Replace with (Make/Model)	2019 Price approved 9/17/18	Increase price for 2020 hybrid models	Total 2020 model price (proposed)	Outfitting
Police	Patrol Car (#226)	2013	Ford Interceptor <i>Hybrid</i>	\$41,000	\$8,000	\$49,000	\$16,000
Police	Patrol Car (#241)	2013	Ford Interceptor <i>Hybrid</i>	\$41,000	\$8,000	\$49,000	\$16,000
Police	Patrol Car (#229)	2014	Ford Interceptor <i>Hybrid</i>	\$41,000	\$8,000	\$49,000	\$16,000
				\$123,000	\$24,000	\$147,000	\$48,000
						New Grand Total	\$195,000

SAN RAFAEL CITY COUNCIL AGENDA REPORT / Page: 3

Negotiated and administered by the State of California General Services Agency, the State Contract is a cooperative purchasing program that local governments (and other government agencies) are able to “piggyback” on with their own purchases. The prices for vehicles and equipment in the statewide contract are awarded to the dealership which bids the lowest price for that make/model. The San Rafael Municipal code provisions for Procurement allow for the utilization of cooperative purchasing programs:

Municipal Code 2.55.260 - Cooperative purchasing programs.

“Purchases of supplies, material, equipment or services and sales of surplus property made under a cooperative purchasing program, utilizing purchasing agreements maintained by the state, county or other public agencies are exempt from the requirements of this chapter. To the extent possible, cooperative purchases joined will be competitively awarded, and documentation as to the advantage of the cooperative purchase will be retained.”

FISCAL IMPACT: There are sufficient funds available in the Vehicle Replacement Fund (#600) for the increase in purchase price of \$24,000 over the amount originally approved in the September 17, 2018 Council Meeting.

All City departments pay into the Vehicle Replacement Fund each year as an internal service charge. The amount they pay is based on the number and dollar value of vehicles/equipment the Department utilizes and is amortized over the anticipated useful life.

Per the City’s purchasing policy, all retired City vehicles will be competitively bid and sold at auction or to other agencies. Any income received from the sale of the vehicles will be deposited back into the Vehicle Replacement Fund towards for future vehicle purchases.

OPTIONS:

1. Approve the resolution authorizing the City Manager to increase the approved purchase price for three police patrol units by \$24,000, for a total not-to-exceed purchase amount of \$195,000.
2. Direct the Department of Public Works to modify the proposed purchases.
3. Direct the Department of Public Works to withhold the proposed purchases. This option may have additional costs associated with vehicle/equipment rentals in the event that the current vehicles or equipment experience mechanical failure.

RECOMMENDED ACTION: Adopt the resolution.

ATTACHMENTS:

1. Resolution
2. Police Department – Folsom Lake Ford 2020 Ford Interceptor Quote
3. City of San Rafael Fleet Management Policy and Procedures

RESOLUTION NO.

RESOLUTION OF THE SAN RAFAEL CITY COUNCIL AUTHORIZING THE CITY MANAGER TO INCREASE THE APPROVED PURCHASE PRICE FOR THREE POLICE PATROL CARS BY \$8,000 EACH (\$24,000 TOTAL FOR ALL THREE), FOR A TOTAL NOT-TO-EXCEED PURCHASE AMOUNT OF \$195,000.

WHEREAS, San Rafael's various departments operate a fleet of 185 vehicles; and

WHEREAS, the management and replacement of the City's fleet of vehicles and equipment is governed by the guidelines set forth in San Rafael's Fleet Management Policies and Procedures document issued September 6, 2012; and

WHEREAS, the City Council approved the purchase of five vehicles at its September 17, 2018 regular meeting: three Police patrol cars, one investigation vehicle (Police), and one utility truck (Fire Department); and

WHEREAS, due to the timing of the order placed after the September 17, 2018 Council meeting, the Police patrol cars as quoted, and bid were no longer available; and

WHEREAS, the City has rebid the vehicles for the 2020 hybrid models and received updated pricing through the State of California General Services Agency contract which includes a price increase of \$8,000 per vehicle for a total increase of \$24,000 over the amount approved at the September 17, 2018 Council Meeting for the three police patrol units; and

WHEREAS, there are sufficient funds in the City's Vehicle Replacement Fund (#600) to cover the price increase of \$8,000 per vehicle; and funds shall be appropriated accordingly in order to support these purchases totaling \$195,000;

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of San Rafael authorizes the City Manager to approve the increase on the purchase price for three Police patrol cars by \$24,000 each, for a total purchase price not-to-exceed amount of \$195,000.

I, LINDSAY LARA, Clerk of the City of San Rafael, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of said City held on Monday, the 6th day of May 2019 by the following vote, to wit:

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

LINDSAY LARA, City Clerk

FOLSOM LAKE

FORD



THE FORD SOURCE

12755 FOLSOM BOULEVARD
FOLSOM, CA 95630 • (916) 353-2000

2020 ORDER
PRODUCTION BEGINS 5/6/2019

DANIEL A. RAIMONDI

Fleet Director

(916) 353-2000, Ext.376
Toll Free 1-800-655-0555
Cell (916) 825-1622
Fax (916) 353-2078
danr@folsomlakeford.com

REVISED

4/11/2019

K8A 4DR AWD POLICE
.119.09" WB
UM AGATE BLACK
9 CLTH BKTS/VNL R
6 EBONY
500A EQUIP GRP
.AM/FM STEREO
99W .3.3L HYBRID
44B .10-SP MOD HYBRD
CA BOARD FEES
16D BADGE DELETE
17A AUX CLIMATE CTL
17T CARGO DOME LAMP
21L FRONT AUX LIGHT
425 50 STATE EMISS
43D COURTESY DISABL
51S DUAL LED LAMPS
60R NOISE SUPPRESS
63L QTR GLASS LIGHT
63V CARGO VAULT
65L 18" WHEEL COVER
66A FRONT HDLMP PKG
.GRILL WIRING
67V CONNECTOR KIT
68G RR DR/LK INOP
76D DEFLECTOR PLATE
76R REVERSE SENSING
86T RR TAILLAMP HSG
87R RR VIEW MIR/CAM
90G LH/RH PANEL IV
153 FRT LICENSE BKT
47A ENGINE IDLE
52P HIDDEN DOOR LOCK

\$43,376.80
\$ 3,903.92 TAX @ 9%
\$ 8.75 CA TIRE FEE

\$47,289.47 DELIVERED

LESS \$500.00 DISCOUNT
20 DAY PAYMENT

INCLUDES PAINTED WHITE
ROOF AND 2 FRONT DOORS



CITY OF SAN RAFAEL POLICIES AND PROCEDURES

Policy No.	
Subject:	Fleet Management Policy
Resolution No.	
Issue Date:	September 6, 2012
Revision Date:	
Prepared By	Richard Landis
Approved By:	<i>Nancy Mochelle</i>

FLEET MANAGEMENT POLICY AND PROCEDURES

PURPOSE: The City of San Rafael establishes this policy to govern the management of the City's vehicle fleet.

SCOPE: The acquisition, outfitting and replacement of all City vehicles.

DEFINITIONS: "City vehicle" shall include all automobiles, trucks, motorcycles, or any other equipment registered with the Department of Motor Vehicles and owned, leased, or rented by the City. "Fleet Manager" shall be the Director of Public Works or his/her designee.

POLICY:

General Provisions

Fleet Manager

The role of the Fleet Manager is to advise the City Manager and City Council on matters relating to the City's vehicle fleet. The Fleet Manager shall communicate with all department directors regarding vehicle needs and submit timely reports to the City Manager. The Fleet Manager is committed to the following principles:

1. The size and nature of the City's fleet is governed primarily by need and function, i.e., the number of vehicles should be no greater than what is necessary to provide public services in an efficient manner. Each vehicle within the fleet should be minimally specified to fulfill its intended function, providing operators with a comfortable and modestly-appointed vehicle with which to deliver services in a cost-effective manner.
2. Vehicles should be selected with a strong preference for fuel efficiency and hybrid and alternative fuel technology. The City will strive to reduce the negative impact of its fleet upon the environment by reducing greenhouse gas emissions.
3. Vehicles with the lowest long-term maintenance and repair costs and occupant safety are preferable.

Department Budgeting for Additional Vehicle Acquisition

Before a department determines the need to add a vehicle to its inventory, it shall first check with the Fleet Manager and the Finance Department to determine whether an existing vehicle is available elsewhere in the fleet that may meet the department's needs. If none is available, the requesting

department shall submit a vehicle addition request to the Fleet Manager with the following information:

- The purpose for which the vehicle is needed
- The type of vehicle requested and the total estimated purchase price
- The estimated total cost of any special auxiliary equipment or equipment packages above what might be considered standard equipment. The cost of adding a new vehicle to the fleet shall be paid by the requesting department. Internal service charges to that department's budget shall be established at the time of vehicle purchase to ensure adequate future funding for the vehicle's eventual replacement.

Vehicle Acquisition

All departments shall submit vehicle purchase requests to the Fleet Manager. The Fleet Manager will consider requests, consult with the Finance Department to ensure that there are sufficient funds for the new vehicle request, and review vehicle specifications for conformance with the provisions and intent of the Fleet Policies and Procedures. All vehicle purchases shall be administered by the Fleet Manager and shall comply with bidding procedures, when applicable, to ensure competitive pricing. Invoices for new vehicle purchases and equipment installation shall be administered by the Fleet Manager with pre-approved departmental account codes established to meet the invoice totals.

Vehicle Replacement Funding

Funding for vehicle acquisition and supplemental equipment shall be established through monthly internal service charges to the department operating the vehicle, over the projected useable life of that vehicle. An annual inflation factor is applied to the department's internal service charge to account for anticipated increases in future vehicle costs.

Vehicle Replacement Schedule

City vehicles are eligible for replacement on the basis of the following established useable life recommendations:

<u>Vehicle Description</u>	<u>Useable Life</u>
Sedans, SUV's, vans, light and medium duty trucks (up to 8,600 gross vehicle weight)	10 years
Heavy duty trucks (over 8,600 gross vehicle weight)	15 years
Police patrol/traffic vehicles	5 years
Police unmarked vehicles	8 years
Police motorcycles	4 years
Parking enforcement buggies	5 years
Fire command vehicles	7 years
Fire pumper engines	15 years
Fire ladder trucks	20 years
Ambulances	5 years

Off-road maintenance and construction equipment shall be replaced when economically or operationally justified. When a vehicle in this group approaches the end of its anticipated life cycle, a cost/benefit analysis shall be performed to justify vehicle replacement.

These useable life standards are for vehicle replacement financial estimating purposes only. When a vehicle reaches the end of its established useable life and the department operating the vehicle requests replacement, each vehicle shall be assessed by the Fleet Manager and Vehicle Maintenance Division to determine if replacement is justified, given general vehicle condition, mileage, maintenance and repair history, safety considerations, etc. Extension of the useable life of any vehicle shall be at the discretion of the Fleet Manager and the requesting department. Likewise, a department may request a vehicle replacement prior to the end of its established useable life. The Fleet Manager shall review all such requests in consultation with the Finance Department and Vehicle Maintenance Division. Requests for early replacement shall be accompanied by a thorough justification, including objective criteria supporting the request. The cost of early replacement, if any, shall be borne by the requesting department.

If a department determines that an assigned vehicle is no longer needed, the vehicle shall be returned to the Vehicle Maintenance Division for re-allocation within the fleet or disposition as surplus.

Disposition of Surplus Vehicles

All vehicles accepted by the Vehicle Maintenance Division for replacement or permanent elimination from the fleet shall be consigned to public auction with the City's designated auction service. Departments shall deliver vehicles being replaced to the Vehicle Maintenance Division prior to accepting the new replacement vehicle.

Maintenance and Repair of Vehicles

Preventive and Routine Maintenance and Repairs

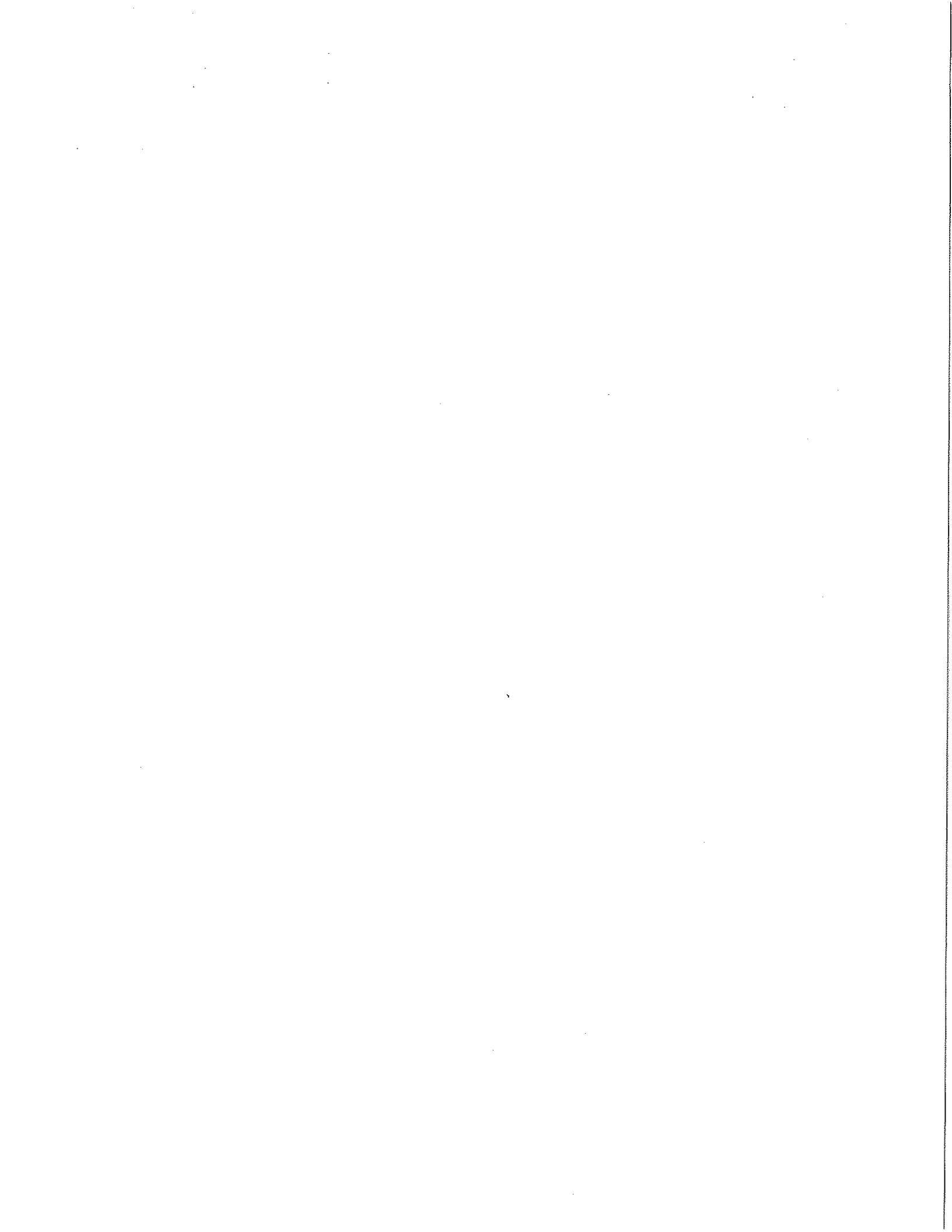
The Vehicle Maintenance Division shall notify departments of upcoming scheduled maintenance for vehicles operated by that department and will schedule the date and anticipated duration of the scheduled maintenance. If possible, the department operating the vehicle shall deliver it to the Vehicle Maintenance Division. If necessary, Vehicle Maintenance will pick up the vehicle at its customary parking location and return it when scheduled maintenance is complete.

Unscheduled Repairs

In the event a vehicle requires immediate or unscheduled repair during normal work hours, operators should call the Vehicle Maintenance Division (458-5345), or take the vehicle to the Public Works facility at 111 Morphew Street for assessment. If the vehicle cannot be operated or is unsafe to operate, the driver should call the Vehicle Maintenance Division for road service, towing, or advice. After normal working hours, vehicle operators should call the non-emergency Police Department dispatch number (485-3000) for towing or road assistance. Vehicle operators must notify their supervisors, as well as the Fleet Maintenance Division, in the event of a vehicle failure.

Reimbursement for Personal Expense for City Vehicle Repair

Certain emergencies may occur during non-working hours that can be easily remedied at a service station (for example, a flat tire or radiator hose). Department Directors whose employees routinely work outside of normal working hours shall develop appropriate policies governing the authority of vehicle operators to affect emergency repairs during non-working hours with the intended goal of delivering uninterrupted public service. These departmental policies shall be forwarded to the Fleet Manager for reference.





Agenda Item No: 4.h

Meeting Date: May 6, 2019

SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: Public Works

**Prepared by: Bill Guerin,
Director of Public Works**

City Manager Approval: 

File No.: 06.01.243

TOPIC: FIRE STATIONS 54 & 55 RECONSTRUCTION DESIGN

SUBJECT: A RESOLUTION AWARDING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH LOVING CAMPOS ASSOCIATES, ARCHITECTS, INC. FOR DESIGN OF THE FIRE STATIONS 54 & 55 RENOVATION IN THE AMOUNT OF \$615,175, AND FURTHER DELEGATING TO THE CITY MANAGER AUTHORITY TO EXERCISE THE OPTION TO ADD CONSTRUCTION ADMINISTRATION SERVICES IN AN AMOUNT NOT TO EXCEED \$113,742 AT A LATER DATE FOR A TOTAL AMOUNT NOT TO EXCEED \$728,917

RECOMMENDATION: Adopt a resolution authorizing the City Manager to execute professional services agreement with Loving Campos Associates, Architects, Inc. ("LCA Architects") related to the provision of design services concerning Fire Stations 54 and 55, in an amount not to exceed \$615,175 and delegating to the City Manager authority to exercise the option to add construction administration services in an amount not to exceed \$113,742, should the City choose to engage LCA Architects for those services during construction, for a total amount not to exceed \$728,917.

BACKGROUND: Fire Stations 54 and 55 were designed and built in the mid-1960s and are now beyond their useful life. Fire Station 54 is located at 46 Castro Avenue in the Canal neighborhood. It contains an apparatus bay composed of a steel-framed structure that houses one engine and the City's ladder truck. The apparatus bay is salvageable but requires seismic upgrades. The living quarters consist of a single-story wood-framed structure which has become obsolete due to age and deterioration. The living quarters include a living area, kitchen, sleeping quarters, and a restroom. The living quarters do not meet current standards for seismic, the Americans with Disabilities Act (ADA), or flood protection, and do not provide separate sleeping and restroom space for male and female firefighters. The living quarters will be demolished, and a new code-compliant structure will be constructed in its place.

Fire Station 55 is located at 955 Point San Pedro Road between Knight Drive and Peacock Drive. This station was also built in the 1960s and is mostly a wood frame structure. The apparatus bay

FOR CITY CLERK ONLY

File No.:

Council Meeting:

Disposition:

is a wood-framed structure supporting a steel girder roof system. The apparatus bay requires significant seismic improvements but is salvageable. The living quarters, kitchen and sleeping quarters are almost identical to Station 54, with the same issues, and are also beyond their useful life. Like Fire Station 54, the living quarters at Fire Station 55 will be demolished and a new code-compliant structure will be constructed in its place.

ANALYSIS: On May 24, 2018 a Request for Proposals was issued to secure professional engineering/architectural services to renovate Fire Station 54. On June 27, 2018 the Department of Public Works received five proposals from reputable design firms. On September 7, 2018 City staff from the Fire Department and Public Works conducted interviews of all firms who submitted a proposal to develop the bid documents for Fire Station 54. Staff's review process included examining each firm's familiarity with the project, ability to deliver similar projects on time and on budget, and available resources, as well as their technical expertise which included CEQA and hazardous material evaluation. LCA Architects was identified as the best qualified design firm to address a practical approach to the renovation of Fire Station 54. LCA Architects was noted by the evaluation panel to have thoroughly researched the site and to have met with Fire personnel before the interview. In addition, the evaluation panel also noted that LCA Architects has experience with the renovation and reconstruction of other similar fire stations and has a well-qualified consultant team who can develop a design that fits the needs of the City, as well as address the concerns associated with this specific fire station.

LCA Architects was initially contracted to prepare several alternative concepts, which included renovating the existing building, removing and constructing a new living quarters while seismically upgrading the apparatus bay, and removing the living quarters and replacing them with a modular building while again upgrading the apparatus bay. LCA Architects examined the approximate cost for these options, as well as other influential aspects such as construction timing, construction duration, and access. Staff and the architects agree that removing and replacing the living quarters and seismically upgrading the apparatus bay is the best and fastest way to replace the facility.

In February 2019, the design team, led by LCA Architects, met at Fire Station 55 and found the construction, layout and building design to be very similar to that of Fire Station 54. Staff requested that LCA Architects provide a proposal to prepare the bid documents for both stations, including environmental review, as a single construction contract. This has resulted in design savings and staff anticipates that the overall construction cost will be better as well. Also, the size of the combined construction contract will attract more qualified bidders when the City advertises for construction. LCA Architect's proposal includes design services of \$543,175 to complete both stations. They also request a reimbursable budget of \$72,000 in the event that boundary surveys, cathodic protection and other reimbursable expenses are needed. Finally, they are requesting \$113,742 for construction administration. Staff recommends that Council authorize the design services and reimbursable funding at this time (a total authorization of \$615,175) and give the City Manager authority to award the additional construction administration services in an amount not to exceed \$113,742 if desired when the project moves into construction sometime in early 2020. The total amount of the contract, including all phases will not exceed \$728,917.

Fire Station 54 is located on a small property site such that vacating the station while the construction occurs would be required. Conversely, Fire Station 55 has a large property footprint and can accommodate a temporary building to accommodate the fire personnel while the construction is occurring.

PUBLIC OUTREACH: It is anticipated that several public meetings will be held with community members regarding both fire stations.

FISCAL IMPACT: The not-to-exceed amount of \$728,917 of the proposed professional services agreement is supported by Measure E revenues in the City's General Fund. Preliminary estimates for the construction cost for these projects are estimated at \$3,000,000 each.

OPTIONS: The City Council has the following options to consider relating to this matter:

1. Adopt a resolution authorizing the City Manager to execute professional services agreement with LCA Architects related to the provision of design services concerning Fire Stations 54 and 55, in an amount not to exceed \$615,175 and further authorizing the City Manager to exercise the option for construction administration services in an amount not to exceed \$113,742 at a later date should those services be necessary and desired.
2. Do not award the contract and direct staff to rebid the project. If this option is chosen, re-advertising will delay renovation of the building.

RECOMMENDED ACTION: Adopt a resolution authorizing the City Manager to execute professional services agreement with Loving Campos Associates, Architects, Inc. related to the provision of design services concerning Fire Stations 54 and 55, in an amount not to exceed \$615,175 and further authorizing the City Manager to exercise the option to add construction administration services in an amount not to exceed \$113,742 at a later date should those services be necessary and desired, for a total amount not to exceed \$728,917.

ATTACHMENTS:

1. Resolution
2. Professional Services Agreement
3. Proposal

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAFAEL
AWARDING AND AUTHORIZING THE CITY MANAGER TO EXECUTE
A PROFESSIONAL SERVICES AGREEMENT WITH LOVING CAMPOS
ASSOCIATES, ARCHITECTS, INC. FOR DESIGN OF THE FIRE STATIONS
54 AND 55 RENOVATION IN THE AMOUNT OF \$615,175, AND FURTHER
DELEGATING TO THE CITY MANAGER AUTHORITY TO EXERCISE THE OPTION
TO ADD CONSTRUCTION ADMINISTRATION SERVICES IN
AN AMOUNT NOT TO EXCEED \$113,742 AT A LATER DATE FOR A TOTAL
AMOUNT NOT TO EXCEED \$728,917**

WHEREAS, the Fire Station 54 and 55 was built in the 1960's and both are composed of living quarters and an apparatus bay; and

WHEREAS, the living quarters of both facilities are beyond their useful life and require replacement to meet current seismic requirements, building codes and Americans with Disabilities Act (ADA) standards; and

WHEREAS, both apparatus bays require retrofitting to meet current fire and seismic requirements; and

WHEREAS, on May 24, 2018 the City solicited a Request for Proposal seeking qualified Architectural and Engineering firms to develop a design to renovate Station 54; and

WHEREAS, on July 27, 2018 the City received five proposals from qualified architectural and engineering firms; and

WHEREAS, on September 7, 2018 city staff from the San Rafael Fire Department and the Public Works Department interviewed all five candidates; and

WHEREAS, Loving Campos Associates, Architects, Inc. ("LCA Architects") was identified as the best qualified design firm to address a practical approach to the renovation of Fire Station 54; and

WHEREAS, Fire Station 55 and 54 are considered to have the same character of construction since they are approximately the same layout and vintage and composed of similar materials; and

WHEREAS, LCA Architects has provided a follow-up proposal on April 22, 2019 for the reconstruction of both Fire Station 54 and 55; and

WHEREAS the April 22, 2019 design proposal from LCA Architects has been reviewed by staff and found to be responsive to criteria specified in the RFP including, but not limited to, understanding of the work to be performed, previous experience with similar projects, qualified personnel, and familiarity with City standards and the local area;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN

RAFAEL RESOLVES as follows:

1. The Council hereby approves and authorizes the City Manager to execute a Professional Services Agreement with Loving Campos Associates, Architects, Inc. for architectural and engineering design services associated with the renovation of Fire Station 54 and 55 in an amount not to exceed \$615,175 subject to final approval as to form by the City Attorney
2. The Council hereby further authorizes the City manager to exercise the option set forth in Exhibit 1 to add construction administration services, in an amount not to exceed \$113,742, at a later date should those services be necessary and desired by the City.
3. The Director of Public Works is hereby authorized to take any and all such actions and make changes as may be necessary to accomplish the purpose of this resolution.

4. Funds totaling \$728,917 will be appropriated for project #11358 from the Measure E fund

I, **LINDSAY LARA**, Clerk of the City of San Rafael, hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a regular meeting of the Council of said City on the 6th day of May 2019 by the following vote, to wit:

AYES: **COUNCILMEMBERS:**

NOES: **COUNCILMEMBERS:**

ABSENT: **COUNCILMEMBERS:**

LINDSAY LARA, City Clerk

File No.: 06.01.243

**AGREEMENT FOR PROFESSIONAL SERVICES WITH
LOVING CAMPOS ASSOCIATES, ARCHITECTS, INC. FOR ARCHITECTURAL AND
ENGINEERING SERVICES FOR THE RECONSTRUCTION OF FIRE STATIONS 54 AND 55**

This Agreement is made and entered into this _____ day of _____, 2019, by and between the **CITY OF SAN RAFAEL** (hereinafter "**CITY**"), and **LOVING CAMPOS ASSOCIATES, ARCHITECTS, INC.**, a California Corporation (hereinafter "**CONTRACTOR**").

RECITALS

WHEREAS, the **CITY** has determined that professional services are required for the design of a project to reconstruct Fire Stations 54 and 55, including architecture, engineering, specifications, estimating, and all other professional services required to successfully bid the construction work in connection with the reconstruction of Fire Stations 54 and 55, City Project No. #####; and

WHEREAS, the **CONTRACTOR** has agreed to render such services.

AGREEMENT

NOW, THEREFORE, the parties hereby agree as follows:

1. **PROJECT COORDINATION.**

A. **CITY'S Project Manager.** The Director of Public Works is hereby designated the PROJECT MANAGER for the **CITY**, and said PROJECT MANAGER shall supervise all aspects of the progress and execution of this Agreement.

B. **CONTRACTOR'S Project Director.** **CONTRACTOR** shall assign a single PROJECT DIRECTOR to have overall responsibility for the progress and execution of this Agreement for **CONTRACTOR**. Carl Campos is hereby designated as the PROJECT DIRECTOR for **CONTRACTOR**. Should circumstances or conditions subsequent to the execution of this Agreement require a substitute PROJECT DIRECTOR, for any reason, the **CONTRACTOR** shall notify the **CITY** within ten (10) business days of the substitution.

2. **DUTIES OF CONTRACTOR.**

CONTRACTOR shall perform and/or provide the architectural design and engineering services for renovation of Fire Stations 54 and 55 outlined on pages 1 and 2 of **CONTRACTOR'S** proposal dated April 22, 2019, marked as Exhibit "A," attached hereto, and incorporated herein. In addition, by written notice from **CITY'S** City Manager, **CITY** may exercise an option for **CONTRACTOR** to provide construction administration services as set forth on page 3 of Exhibit "A".

3. **DUTIES OF CITY.**

CITY shall compensate **CONTRACTOR** as provided in Paragraph 4, and shall perform the duties as described in Exhibit "A" attached hereto and incorporated herein.

4. COMPENSATION.

For the full performance of the architectural design and engineering services described herein by **CONTRACTOR**, **CITY** shall pay **CONTRACTOR** for services rendered in accordance with Exhibit "A" attached and incorporated herein, in an amount not to exceed \$615,175. Should **CITY** exercise its option for construction administration services as set forth on page 3 of Exhibit "A", **CITY** shall pay **CONTRACTOR** an additional amount not to exceed \$113,742 for such services as set forth in Exhibit "A".

Payment will be made monthly upon receipt by **PROJECT MANAGER** of itemized invoices submitted by **CONTRACTOR**.

5. TERM OF AGREEMENT.

The term of this Agreement shall commence upon the date of execution of this Agreement and end on June 30, 2021, or on such earlier date when the work shall have been completed, unless the parties agree to extend this Agreement for another 180 days, as approved in writing by City Manager.

6. TERMINATION.

A. **Discretionary.** Either party may terminate this Agreement without cause upon thirty (30) days written notice mailed or personally delivered to the other party.

B. **Cause.** Either party may terminate this Agreement for cause upon fifteen (15) days written notice mailed or personally delivered to the other party, and the notified party's failure to cure or correct the cause of the termination, to the reasonable satisfaction of the party giving such notice, within such fifteen (15) day time period.

C. **Effect of Termination.** Upon receipt of notice of termination, neither party shall incur additional obligations under any provision of this Agreement without the prior written consent of the other.

D. **Return of Documents.** Upon termination, any and all **CITY** documents or materials provided to **CONTRACTOR** and any and all of **CONTRACTOR's** documents and materials prepared for or relating to the performance of its duties under this Agreement, shall be delivered to **CITY** as soon as possible, but not later than thirty (30) days after termination.

7. OWNERSHIP OF DOCUMENTS.

The written documents and materials prepared by the **CONTRACTOR** in connection with the performance of its duties under this Agreement, shall be the sole property of **CITY**. **CITY** may use said property for any purpose, including projects not contemplated by this Agreement.

8. INSPECTION AND AUDIT.

Upon reasonable notice, **CONTRACTOR** shall make available to **CITY**, or its agent, for inspection and audit, all documents and materials maintained by **CONTRACTOR** in connection with its performance of its duties under this Agreement. **CONTRACTOR** shall fully cooperate with **CITY** or its agent in any such audit or inspection.

9. ASSIGNABILITY.

The parties agree that they shall not assign or transfer any interest in this Agreement nor the performance of any of their respective obligations hereunder, without the prior written consent of the other party, and any attempt to so assign this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

10. INSURANCE.

A. Scope of Coverage. During the term of this Agreement, **CONTRACTOR** shall maintain, at no expense to **CITY**, the following insurance policies:

1. A commercial general liability insurance policy in the minimum amount of one million dollars (\$1,000,000) per occurrence/two million dollars (\$2,000,000) aggregate, for death, bodily injury, personal injury, or property damage.

2. An automobile liability (owned, non-owned, and hired vehicles) insurance policy in the minimum amount of one million dollars (\$1,000,000) dollars per occurrence.

3. If any licensed professional performs any of the services required to be performed under this Agreement, a professional liability insurance policy in the minimum amount of two million dollars (\$2,000,000) per occurrence/four million dollars (\$4,000,000) aggregate, to cover any claims arising out of the **CONTRACTOR's** performance of services under this Agreement. Where **CONTRACTOR** is a professional not required to have a professional license, **CITY** reserves the right to require **CONTRACTOR** to provide professional liability insurance pursuant to this section.

4. If it employs any person, **CONTRACTOR** shall maintain worker's compensation insurance, as required by the State of California, with statutory limits, and employer's liability insurance with limits of no less than one million dollars (\$1,000,000) per accident for bodily injury or disease. **CONTRACTOR's** worker's compensation insurance shall be specifically endorsed to waive any right of subrogation against **CITY**.

B. Other Insurance Requirements. The insurance coverage required of the **CONTRACTOR** in subparagraph A of this section above shall also meet the following requirements:

1. Except for professional liability insurance and worker's compensation insurance, the insurance policies shall be specifically endorsed to include the **CITY**, its officers, agents, employees, and volunteers, as additional insureds under the policies.

2. The additional insured coverage under **CONTRACTOR'S** insurance policies shall be "primary and noncontributory" with respect to any insurance or coverage maintained by **CITY** and shall not call upon **CITY's** insurance or self-insurance coverage for any contribution. The "primary and noncontributory" coverage in **CONTRACTOR'S** policies shall be at least as broad as ISO form CG20 01 04 13.

3. Except for professional liability insurance and worker's compensation insurance, the insurance policies shall include, in their text or by endorsement, coverage for contractual liability and personal injury.

4. By execution of this Agreement, **CONTRACTOR** hereby grants to **CITY** a waiver of any right to subrogation which any insurer of **CONTRACTOR** may acquire against **CITY** by virtue of the payment of any loss under such insurance. **CONTRACTOR** agrees to obtain any endorsement that may be necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not **CITY** has received a waiver of subrogation endorsement from the insurer.

5. If the insurance is written on a Claims Made Form, then, following termination of this Agreement, said insurance coverage shall survive for a period of not less than five years.

6. The insurance policies shall provide for a retroactive date of placement coinciding with the effective date of this Agreement.

7. The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of **CITY** (if agreed to in a written contract or agreement) before **CITY'S** own insurance or self-insurance shall be called upon to protect it as a named insured.

8. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to **CITY** or any other additional insured party. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

C. Deductibles and SIR's. Any deductibles or self-insured retentions in **CONTRACTOR's** insurance policies must be declared to and approved by the **PROJECT MANAGER** and City Attorney, and

shall not reduce the limits of liability. Policies containing any self-insured retention (SIR) provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or **CITY** or other additional insured party. At **CITY's** option, the deductibles or self-insured retentions with respect to **CITY** shall be reduced or eliminated to **CITY's** satisfaction, or **CONTRACTOR** shall procure a bond guaranteeing payment of losses and related investigations, claims administration, attorney's fees and defense expenses.

D. Proof of Insurance. **CONTRACTOR** shall provide to the **PROJECT MANAGER** or **CITY'S** City Attorney all of the following: (1) Certificates of Insurance evidencing the insurance coverage required in this Agreement; (2) a copy of the policy declaration page and/or endorsement page listing all policy endorsements for the commercial general liability policy, and (3) excerpts of policy language or specific endorsements evidencing the other insurance requirements set forth in this Agreement. **CITY** reserves the right to obtain a full certified copy of any insurance policy and endorsements from **CONTRACTOR**. Failure to exercise this right shall not constitute a waiver of the right to exercise it later. The insurance shall be approved as to form and sufficiency by **PROJECT MANAGER** and the City Attorney.

11. INDEMNIFICATION.

A. Except as otherwise provided in Paragraph B., **CONTRACTOR** shall, to the fullest extent permitted by law, indemnify, release, defend with counsel approved by **CITY**, and hold harmless **CITY**, its officers, agents, employees and volunteers (collectively, the "**City Indemnitees**"), from and against any claim, demand, suit, judgment, loss, liability or expense of any kind, including but not limited to attorney's fees, expert fees and all other costs and fees of litigation, (collectively "**CLAIMS**"), arising out of **CONTRACTOR'S** performance of its obligations or conduct of its operations under this Agreement. The **CONTRACTOR's** obligations apply regardless of whether or not a liability is caused or contributed to by the active or passive negligence of the **City Indemnitees**. However, to the extent that liability is caused by the active negligence or willful misconduct of the **City Indemnitees**, the **CONTRACTOR's** indemnification obligation shall be reduced in proportion to the **City Indemnitees'** share of liability for the active negligence or willful misconduct. In addition, the acceptance or approval of the **CONTRACTOR's** work or work product by the **CITY** or any of its directors, officers or employees shall not relieve or reduce the **CONTRACTOR's** indemnification obligations. In the event the **City Indemnitees** are made a party to any action, lawsuit, or other adversarial proceeding arising from **CONTRACTOR'S** performance of or operations under this Agreement, **CONTRACTOR** shall provide a defense to the **City Indemnitees** or at **CITY'S** option reimburse the **City Indemnitees** their costs of defense, including reasonable attorneys' fees, incurred in defense of such claims.

B. Where the services to be provided by **CONTRACTOR** under this Agreement are design professional services to be performed by a design professional as that term is defined under Civil Code Section 2782.8, then, to the extent permitted by law including without limitation, Civil Code sections 2782, 2782.6 and 2782.8, **CONTRACTOR** shall indemnify and hold harmless the **CITY** and its officers, officials, and employees (collectively **City Indemnitees**) from and against damages, liabilities or costs (including incidental damages, Court costs, reasonable attorney's fees as may be determined by the Court, litigation expenses and fees of expert witnesses incurred in connection therewith and costs of investigation) to the extent they are caused by the negligence, recklessness, or willful misconduct of **CONTRACTOR**, or any subconsultants, or subcontractor or anyone directly or indirectly employed by them, or anyone for whom they are legally liable (collectively **Liabilities**). Such obligation to hold harmless and indemnify any indemnity shall not apply to the extent that such **Liabilities** are caused in part by the negligence or willful misconduct of such City Indemnitee.

C. The defense and indemnification obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement, and shall survive the termination or completion of this Agreement for the full period of time allowed by law.

12. **NONDISCRIMINATION.**

CONTRACTOR shall not discriminate, in any way, against any person on the basis of age, sex, race, color, religion, ancestry, national origin or disability in connection with or related to the performance of its duties and obligations under this Agreement.

13. **COMPLIANCE WITH ALL LAWS.**

CONTRACTOR shall observe and comply with all applicable federal, state and local laws, ordinances, codes and regulations, in the performance of its duties and obligations under this Agreement. **CONTRACTOR** shall perform all services under this Agreement in accordance with these laws, ordinances, codes and regulations. **CONTRACTOR** shall release, defend, indemnify and hold harmless **CITY**, its officers, agents and employees from any and all damages, liabilities, penalties, fines and all other consequences from any noncompliance or violation of any laws, ordinances, codes or regulations.

14. **NO THIRD PARTY BENEFICIARIES.**

CITY and **CONTRACTOR** do not intend, by any provision of this Agreement, to create in any third party, any benefit or right owed by one party, under the terms and conditions of this Agreement, to the other party.

15. NOTICES.

All notices and other communications required or permitted to be given under this Agreement, including any notice of change of address, shall be in writing and given by personal delivery, or deposited with the United States Postal Service, postage prepaid, addressed to the parties intended to be notified. Notice shall be deemed given as of the date of personal delivery, or if mailed, upon the date of deposit with the United States Postal Service. Notice shall be given as follows:

TO **CITY**'s Project Manager:

Bill Guerin
Public Works Director
111 Morphew Street
San Rafael, CA 94901

TO **CONTRACTOR**'s Project Director:

Carl Campos
Loving Campos Associates, Architects, Inc.
1970 Broadway, Suite 800
Oakland, CA 94612

16. INDEPENDENT CONTRACTOR.

For the purposes, and for the duration, of this Agreement, **CONTRACTOR**, its officers, agents and employees shall act in the capacity of an Independent Contractor, and not as employees of the **CITY**. **CONTRACTOR** and **CITY** expressly intend and agree that the status of **CONTRACTOR**, its officers, agents and employees be that of an Independent Contractor and not that of an employee of **CITY**.

17. ENTIRE AGREEMENT -- AMENDMENTS.

A. The terms and conditions of this Agreement, all exhibits attached, and all documents expressly incorporated by reference, represent the entire Agreement of the parties with respect to the subject matter of this Agreement.

B. This written Agreement shall supersede any and all prior agreements, oral or written, regarding the subject matter between the **CONTRACTOR** and the **CITY**.

C. No other agreement, promise or statement, written or oral, relating to the subject matter of this Agreement, shall be valid or binding, except by way of a written amendment to this Agreement.

D. The terms and conditions of this Agreement shall not be altered or modified except by a written amendment to this Agreement signed by the **CONTRACTOR** and the **CITY**.

E. If any conflicts arise between the terms and conditions of this Agreement, and the terms and conditions of the attached exhibits or the documents expressly incorporated by reference, the terms and conditions of this Agreement shall control.

18. SET-OFF AGAINST DEBTS.

CONTRACTOR agrees that **CITY** may deduct from any payment due to **CONTRACTOR** under this Agreement, any monies which **CONTRACTOR** owes **CITY** under any ordinance, agreement, contract or resolution for any unpaid taxes, fees, licenses, assessments, unpaid checks or other amounts.

19. WAIVERS.

The waiver by either party of any breach or violation of any term, covenant or condition of this Agreement, or of any ordinance, law or regulation, shall not be deemed to be a waiver of any other term, covenant, condition, ordinance, law or regulation, or of any subsequent breach or violation of the same or other term, covenant, condition, ordinance, law or regulation. The subsequent acceptance by either party of any fee, performance, or other consideration which may become due or owing under this Agreement, shall not be deemed to be a waiver of any preceding breach or violation by the other party of any term, condition, covenant of this Agreement or any applicable law, ordinance or regulation.

20. COSTS AND ATTORNEY'S FEES.

The prevailing party in any action brought to enforce the terms and conditions of this Agreement, or arising out of the performance of this Agreement, may recover its reasonable costs (including claims administration) and attorney's fees expended in connection with such action.

21. CITY BUSINESS LICENSE / OTHER TAXES.

CONTRACTOR shall obtain and maintain during the duration of this Agreement, a **CITY** business license as required by the San Rafael Municipal Code **CONTRACTOR** shall pay any and all state and federal taxes and any other applicable taxes. **CITY** shall not be required to pay for any work performed under this Agreement, until **CONTRACTOR** has provided **CITY** with a completed Internal Revenue Service Form W-9 (Request for Taxpayer Identification Number and Certification).

22. SURVIVAL OF TERMS.

Any terms of this Agreement that by their nature extend beyond the term (or termination) of this Agreement shall remain in effect until fulfilled and shall apply to both Parties' respective successors and assigns.

23. APPLICABLE LAW.

The laws of the State of California shall govern this Agreement.

24. COUNTERPARTS AND ELECTRONIC SIGNATURE.

This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one document. Counterpart signature pages may be delivered by telecopier, email or other means of electronic transmission.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day, month and year first above written.

CITY OF SAN RAFAEL

CONTRACTOR

JIM SCHUTZ, City Manager

By: _____

Name: _____

Title: _____

ATTEST:

[If Contractor is a corporation, add signature of second corporate officer]

LINDSAY LARA, City Clerk

By: _____

APPROVED AS TO FORM:

Name: _____

Title: _____

ROBERT F. EPSTEIN, City Attorney



April 22, 2019

Bill Guerin
Director of Public Works
City of San Rafael
Department of Public Works
111 Morphew Street
San Rafael, CA 94901

Regarding: Architectural and Engineering Design Services for Renovation of Fire Stations 54 and 55

Dear Bill:

I am pleased to submit our proposal for professional design and engineering services. This agreement is based on:

1. City of San Rafael Request for Proposal Scope of Services Tasks 1-5, dated May 24, 2018,
2. DETAILED FACILITY STUDY **Seismic and Operational Upgrade to Fire Stations 54 and 55, VOLUME IV DRAFT** dated July 20, 2015,
3. Station 55 Site tour conducted on March 14, 2019.

Although similar in program and scope to Station 54, please note:

1. Station 55's geotechnical profile is more challenging, resulting in increase to Geotechnical effort.
2. Seismic considerations are different, especially as the apparatus bay at Station 55 is wood, versus concrete at Station 54. The foundation of Station 55 will be a more complicated structural design.
3. The scope for Station 55 includes parking lot lighting which increases the electrical engineering scope.
4. Right of way analysis is NOT included in this proposal as it is unlikely to be needed.
5. We have chosen a different cost estimator for Station 55 who has been providing us with very accurate estimates.
6. There have been increases to engineering scope (addition of emergency generator to both stations, raised wood floors for each station, etc.) which is reflected in revised fees for FS54 in order to provide more accurate comparison.
7. Proposal includes topographic survey only. Boundary survey is listed as a separate item.
8. Construction administration, close-out and other post-bid services are listed as a separate item.

Discipline	Firm	FS54	FS55	Combined
Architecture	LCA Architects	146,800.00	130,000.00	200,000.00
Structural	Crosby Group	58,000.00*	62,000.00	113,000.00
Mechanical	Engineering Network	15,400.00	16,000.00	25,000.00
Electrical	Esfahani Consulting Engineers	22,500.00**	24,000.00	40,000.00
Estimating	CCMS	10,800.00 (Gleeds)	18,785.00	20,850.00
Civil	CSW Stuber Stroh	32,140.00***	30,353.00***	56,131.00
Right of Way Analysis	CSW Stuber Stroh	1,948.00	NA	1694.00
Hazardous Materials Study	Terracon	5,000.00	5,000.00	10,000.00
Geotechnical Investigation	Terracon	19,500.00	22,000.00	41,500.00
CEQA	Terracon	14,500.00	14,500.00	29,000.00
Phase I Environmental Report	Terracon	3,000.00	3,000.00	6,000.00
TOTAL		\$329,588.00	\$325,638.00 \$655,226.00	\$543,175.00

Reimbursable Allowance:

35,000.00

*additional engineering for raised wood floor system

**additional engineering for emergency generator

Discipline	Firm	Combined CA
Architecture	LCA Architects	75,000.00
Structural	Crosby Group	20,920.00
Mechanical	Engineering Network	2,000.00
Electrical	Esfahani Consulting Engineers	2,500.00
Estimating	CCMS	NA
Civil	CSW Stuber Stroh	6,822.00
Right of Way Analysis	CSW Stuber Stroh	NA
Hazardous Materials Study	Terracon	NA
Geotechnical Observation	Terracon	6,500.00
CEQA	Terracon	NA
Phase I Environmental Report	Terracon	NA
TOTAL CA Fees		113,742.00
Boundary Surveys		\$25,000.00
Cathodic Protection		\$12,000.00
Materials Testing & Inspection**		\$60,000.00

*Geotechnical observation is limited to 4 visits per site. Required visits exceeding this limit can be provided at additional cost on a per visit basis.

**Although a required service during Construction, materials testing and inspection must be contracted separately by either the City or Construction Manager so as to avoid any conflict of interest in the Architect or General Contractor “verifying” our own work. We’ve included an estimated allowance for your purposes.

March 26, 2019

LCA # 18058

Page 4

Thank you for the opportunity to be of service on your project. If this proposal is acceptable to you, please sign below and return a copy. Please call me if you have any questions.

Best regards,



Carl E. Campos, CEO & Architect
LCA Architects Inc. | CA License C10482

CEC:dky:prpsISO

AGREED AND ACCEPTED:

Authorized Signature

Date

Please sign and return one copy of this agreement to initiate these services.



SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: Public Works

Prepared by: Bill Guerin,
Director of Public Works

City Manager Approval:

File No.: 16.01.290

TOPIC: 2018-19 RESTRIPING PROJECT

SUBJECT: A RESOLUTION AWARDING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT FOR THE 2018-19 RESTRIPING PROJECT, CITY PROJECT NO. 11359, TO BAYSIDE STRIPE & SEAL, INC. IN THE AMOUNT OF \$701,270, AND AUTHORIZING CONTINGENCY FUNDS IN THE AMOUNT OF \$48,730 FOR A TOTAL APPROPRIATED AMOUNT OF \$750,000

RECOMMENDATION: Adopt a resolution awarding and authorizing the City Manager to execute a construction agreement with Bayside Stripe & Seal, Inc. for the provision of restriping services concerning the 2018-19 Restriping Project, in the amount of \$701,270, plus a contingency of \$48,730 for a total amount not to exceed \$750,000.

BACKGROUND: Ongoing maintenance of City streets is a high priority for the Department of Public Works. Traditionally for City streets, the Department of Public Works Maintenance Division installs paint stripes to delineate lane lines and other required markings. Markings that utilize paint do not last long and as a result our staff spend a significant amount of time restriping our roadways approximately every other year. Newer construction on City streets has utilized Thermoplastic striping, which is a glue-like plastic polymer. While special equipment is required to install Thermoplastic, it is more durable, more reflective, and most importantly, lasts much longer than traditional paint. Utilizing thermoplastic striping will reduce the cost of our staff restriping City streets. In some cases, Thermoplastic can last more than 10 times as long as paint.

In 2018, Caltrans updated their design standards for roadway striping, most notably increasing the width of many types of stripes from 4" to 6" to increase visibility and better define travel lanes for all motorists. The 2018-19 Restriping Project consists of upgrading existing traffic striping, pavement markings, and markers along 12 miles of City streets to conform to the new Caltrans standards. Attachment 1 is a list of the roadways included in this striping project.

Additionally, green bike lanes will be added on Andersen Drive between Second Street and Bellam Blvd. The project was advertised in accordance with San Rafael's Municipal Code on February 26, 2019.

FOR CITY CLERK ONLY

File No.: _____

Council Meeting: _____

Disposition: _____

ANALYSIS: On April 16, 2019, the following bids were received and read aloud:

<u>NAME OF BIDDER</u>	<u>AMOUNT</u>
Bayside Stripe & Seal, Inc.	\$701,270.00

The construction bids have been reviewed by Public Works staff and the low bid of \$701,270 from Bayside Stripe & Seal, Inc. was found to be both responsive and responsible. The attached resolution, if approved, awards the construction contract to Bayside Stripe & Seal, Inc.

Public Works will be utilizing Park Engineering to assist with the Construction Inspection Services for this project.

PUBLIC OUTREACH: Standard construction signs such as No Parking signs and Changeable Message Signs will be used to notify the public. In addition, other various social media channels and the City website will be utilized to provide notification to the public of this maintenance project.

FISCAL IMPACT: The project is funded through Gas Tax Funds (Fund #206). This project was listed among San Rafael's [Senate Bill 1 projects](#). The construction agreement with Bayside Stripe & Seal, Inc. is in the amount of \$701,270, plus a contingency of \$48,730 for a total amount not to exceed \$750,000.

OPTIONS: The City Council has the following options to consider relating to this matter:

1. Adopt the resolution as presented.
2. Reject all bids and direct staff to rebid construction for this project. If this option is chosen, rebidding the project will delay construction by approximately two months.
3. Reject all bids and direct staff to stop work on the project.

RECOMMENDED ACTION: Adopt a resolution awarding and authorizing the City Manager to execute a construction agreement with Bayside Stripe & Seal, Inc. for the provision of restriping services concerning the 2018-19 Restriping Project, in the amount of \$701,270, and authorizing a contingency of \$48,730 for a total appropriated amount not to exceed \$750,000.

ATTACHMENTS:

1. List of streets to be restriped
2. Resolution awarding the construction agreement to Bayside Stripe & Seal
3. Exhibit 1 to Resolution: Agreement

Attachment 1: List of Streets to be Restriped

#	Street	From	To	Road Miles Striped
1	40 Bellam Blvd			
2	Second Street	<i>First Street</i>	<i>Grand Ave</i>	1.0
3	Fourth Street	<i>Lootens Pl</i>	<i>Mary St</i>	0.5
4	Andersen Dr	<i>Second Street</i>	<i>Sir Francis Drake Blvd</i>	2.5
5	Civic Center Dr	<i>Armory Dr</i>	<i>N San Pedro Rd</i>	0.2
6	D Street	<i>Wolfe Ave</i>	<i>Meyer Rd</i>	0.3
7	Francisco Blvd East	<i>Bellam Blvd</i>	<i>580N Onramp</i>	1.6
8	Francisco Blvd West	<i>Rice Dr</i>	<i>101S Offramp</i>	0.5
9	Golden Hinde Blvd	<i>Nova Albion Way</i>	<i>Los Ranchitos Rd</i>	0.5
10	Grand Ave	<i>Villa Ave</i>	<i>Linden Ln</i>	0.5
		<i>Mission Ave</i>	<i>Second Street</i>	
11	Las Colindas Rd	<i>Whitewood Dr</i>	<i>Las Gallinas Ave</i>	0.4
12	Miracle Mile	<i>Ross Valley Dr</i>	<i>Marquard Ave</i>	0.5
13	Mission Ave	<i>Grand Ave</i>	<i>Belle Ave</i>	0.4
14	Montecillo Rd	<i>Freitas Pkwy</i>	<i>Nova Albion Way</i>	0.8
15	Nova Albion Way	<i>Las Gallinas Ave</i>	<i>Northgate Dr</i>	1.1
16	Professional Center Pkwy	<i>Redwood Hwy</i>	<i>Channing Way</i>	0.4
17	Redwood Hwy	<i>Professional Center Pkwy</i>	<i>Civic Center Dr</i>	0.3

Total Road Miles Striped	12
---------------------------------	-----------

RESOLUTION NO.

A RESOLUTION OF THE SAN RAFAEL CITY COUNCIL AWARDDING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT FOR THE 2018-19 RESTRIPIING PROJECT, CITY PROJECT NO. 11359, TO BAYSIDE STRIPE & SEAL, INC. IN THE AMOUNT OF \$701,270, AND AUTHORIZING CONTINGENCY FUNDS IN THE AMOUNT OF \$48,730 FOR A TOTAL APPROPRIATED AMOUNT OF \$750,000.

WHEREAS, on the 16th day of April 2019, pursuant to due and legal notice published in the manner provided by law, inviting sealed bids or proposals for the work hereinafter mentioned, as more fully appears from the Affidavit of Publication thereof on file in the office of the City Clerk of the City of San Rafael, California, the City Clerk of said City did publicly open, examine, and declare all sealed bids or proposals for doing the following work in said City, to wit:

“2018-19 Restriping Project”

City Project No. 11359

in accordance with the plans and specifications therefore on file at the Department of Public Works, 111 Morphew Street, San Rafael; and

WHEREAS, the bid of \$701,270 from Bayside Stripe & Seal, Inc. at the unit prices stated in its bid, was and is the lowest and best bid for said work and said bidder is the lowest responsible bidder; and

WHEREAS, staff has recommended that the project budget include a contingency amount of \$48,730;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN RAFAEL RESOLVES as follows:

1. The plans and specifications for the 2018-19 Restriping Project, City Project No. 11359, on file at the Department of Public Works, 111 Morphew Street, San Rafael, are hereby approved.
2. The bid of Bayside Stripe & Seal, Inc. is hereby accepted at the unit prices stated in its bid, and the contract for said work and improvements is hereby awarded to Bayside Stripe & Seal, Inc. at the stated unit prices.

City of San Rafael ♦ California

Form of Agreement for

2018-19 RESTRIPIING PROJECT

This Agreement is made and entered into this ___ day of _____ 2019 by and between the City of San Rafael (hereinafter called City) and Bayside Stripe and Seal, Inc. (hereinafter called Contractor). Witnesseth, that the City and the Contractor, for the considerations hereinafter named, agree as follows:

I - Scope of the Work

The Contractor hereby agrees to furnish all of the materials and all of the equipment and labor necessary, and to perform all of the work described in the specifications for the project entitled: **2018-19 RESTRIPIING PROJECT**, all in accordance with the requirements and provisions of the Contract Documents as defined in the General Conditions which are hereby made a part of this Agreement. The required additional insured coverage for City under contractor's liability insurance policy shall be primary and noncontributory with respect to any insurance or coverage maintained by city and shall not call upon city's insurance or self-insurance for any contribution.

II- Time of Completion

- (a) The work to be performed under this Contract shall be commenced within **Five (5) Working Days** after the date of written notice by the City to the Contractor to proceed.
- (b) All work shall be completed, including all punchlist work, within **Fifty (50) Working Days** and with such extensions of time as are provided for in the General Provisions.

III - Liquidated Damages

It is agreed that, if all the work required by the contract is not finished or completed within the number of working days as set forth in the contract, damage will be sustained by the City, and that it is and will be impracticable and extremely difficult to ascertain and determine the actual damage which the City will sustain in the event of and by reason of such delay; and it is therefore agreed that the Contractor will pay to the City, the sum of **\$500** for each and every calendar day's delay in finishing the work in excess of the number of working days prescribed above; and the Contractor agrees to pay said liquidated damages herein provided for, and further agrees that the City may deduct the amount thereof from any moneys due or that may become due the Contractor under the contract.

IV - The Contract Sum

The City shall pay to the Contractor for the performance of the Contract the amounts determined for the total number of each of the units of work in the following schedule completed at the unit price stated. The number of units contained in this schedule is approximate only, and the final payment shall be made for the actual number of units that are incorporated in or made necessary by the work covered by the Contract; provided that the total compensation under this Contract shall not exceed Seven Hundred One Thousand Two Hundred Seventy Dollars and Zero Cents (\$701,270.00) unless a written amendment is executed by the City and the Contractor.

BASE BID ITEMS

#	ITEM DESCRIPTION	QUANTITY	UNIT		UNIT PRICE		TOTAL PRICE
1.	Mobilization (20% max)	1	LS	@	\$75,000.00	=	\$75,000.00
2.	Traffic Control	1	LS	@	\$55,000.00	=	\$55,000.00
3.	Traffic Striping & Pavement Markings						
	a. Pavement Markings (Thermoplastic)	40,700	SF	@	\$4.00	=	\$162,800.00
	b. Green Bike Lane	3,450	SF	@	\$15.00	=	\$51,750.00
	c. Blue Retroreflective Hydrant Marker	160	EA	@	\$10.00	=	\$1,600.00
	d. Red Curb	19,800	LF	@	\$2.50	=	\$49,500.00
	e. Blue Curb	40	LF	@	\$2.50	=	\$100.00
	f. White Curb	1,150	LF	@	\$2.50	=	\$2,875.00
	g. Detail 2	3,350	LF	@	\$0.75	=	\$2,512.50
	h. Detail 9	18,350	LF	@	\$0.75	=	\$13,762.50
	i. Detail 22	32,450	LF	@	\$2.00	=	\$64,900.00
	j. Detail 25	6,900	LF	@	\$1.25	=	\$8,625.00
	k. Detail 27	2,150	LF	@	\$2.00	=	\$4,300.00
	l. Detail 27B	23,250	LF	@	\$1.50	=	\$34,875.00
	m. Detail 27C	170	LF	@	\$1.00	=	\$170.00
	n. Detail 29	1,170	LF	@	\$4.00	=	\$4,680.00
	o. Detail 32	7,850	LF	@	\$4.00	=	\$31,400.00
	p. Detail 37B	530	LF	@	\$2.50	=	\$1,325.00
	q. Detail 38	7,800	LF	@	\$2.00	=	\$15,600.00
	r. Detail 39	29,700	LF	@	\$1.50	=	\$44,550.00
	s. Detail 39A	530	LF	@	\$1.50	=	\$795.00
	t. Detail 40	50	LF	@	\$3.00	=	\$150.00
4.	Remove Existing Striping/Markings/Markers	1	LS	@	\$75,000.00	=	\$75,000.00

BASE BID: \$701,270.00

V - Progress Payments

- (a) On not later than the 6th day of every month the Public Works Department shall prepare and submit an estimate covering the total quantities under each item of work that have been completed from the start of the job up to and including the 25th day of the preceding month, and the value of the work so completed determined in accordance with the schedule of unit prices for such items together with such supporting evidence as may be required by the City and/or Contractor .
- (b) As soon as possible after the preparation of the estimate, the City shall, after deducting previous payments made, pay to the Contractor 95% of the amount of the estimate as approved by the Public Works Department.
- (c) Final payment of all moneys due shall be made within 15 days after the expiration of 35 days following the filing of the notice of completion and acceptance of the work by the Public Works Department.
- (d) The Contractor may elect to receive 100% of payments due under the contract from time to time, without retention of any portion of the payment by the public agency, by depositing securities of equivalent value with the public agency in accordance with the provisions of Section 22300 of the Public Contract Code. Such securities, if deposited by the Contractor, shall be valued by the City's Finance Director, whose decision on valuation of the securities shall be final.

VI - Acceptance and Final Payment

- (a) Upon receipt of written notice that the work is ready for final inspection and acceptance, the Engineer shall within 5 days make such inspection, and when he finds the work acceptable under the Contract and the Contract fully performed, he will promptly issue a Notice of Completion, over his own signature, stating that the work required by this Contract has been completed and is accepted by him under the terms and conditions thereof, and the entire balance found to be due the Contractor, including the retained percentage, shall be paid to the Contractor by the City within 15 days after the expiration of 35 days following the date of recordation of said Notice of Completion.
- (b) Before final payment is due the Contractor shall submit evidence satisfactory to the Engineer that all payrolls, material bills, and other indebtedness connected with work have been paid, except that in case of disputed indebtedness or liens the Contractor may submit in lieu of evidence of payment a surety bond satisfactory to the City guaranteeing payment of all such disputed amounts when adjudicated in cases where such payment has not already been guaranteed by surety bond.
- (c) Contractor shall provide a "Defective Material and Workmanship Bond" for 50% of the Contract Price, before the final payment will be made.
- (d) The making and acceptance of the final payment shall constitute a waiver of all claims by the City, other than those arising from any of the following: (1) unsettled liens; (2) faulty work appearing within 12 months after final payment; (3) requirements of the specifications; or (4) manufacturers' guarantees. It shall also constitute a waiver of all claims by the Contractor, except those previously made and still unsettled.
- (e) If after the work has been substantially completed, full completion thereof is materially delayed through no fault of the Contractor, and the Engineer so certifies, the City shall, upon certificate of the Engineer, and without terminating the Contract, make payment of the balance due for that portion of the work fully completed and accepted.

Such payment shall be made under the terms and conditions governing final payment, except that it shall not constitute a waiver of claims.

VII - Assignment of Warranties; Waiver of Subrogation

- (a) Contractor hereby assigns to City all warranties, guarantees, or similar benefits such as insurance, provided by or reasonably obtainable from the manufacturers or suppliers of equipment, material or fixtures that Contractor has installed or provided in connection with the work performed under this Agreement.
- (b) Contractor hereby agrees to waive and arrange by contract for its subcontractors to waive any subrogation rights which any insurer of Contractor or its subcontractors might otherwise acquire in connection with the insurer's payment to Contractor or its subcontractors of any insured loss with respect to work performed under this Agreement. Contractor further agrees to obtain and to arrange for its subcontractors to obtain for City's benefit any endorsements from insurers that may be necessary to effect such waiver of subrogation. Specifically, any worker's compensation insurance policies of the Contractor or its subcontractors shall be endorsed with a waiver of subrogation in favor of City for any work performed by Contractor or its subcontractors under this Agreement, and copies of such endorsements shall be provided to City.

IN WITNESS WHEREOF, City and Contractor have caused their authorized representatives to execute this Agreement the day and year first written above.

ATTEST:

CITY OF SAN RAFAEL:

Lindsay Lara
City Clerk

Jim Schutz
City Manager

APPROVED AS TO FORM:

CONTRACTOR:

Rob Epstein
City Attorney

By: _____
[Print Name of Corporate Officer]

[Title of Corporate Officer]

and

By: _____
[Print Name of Corporate Officer]

[Title of Corporate Officer]



SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: City Manager's Office

Prepared by: Andrew Hening,
Director of Homeless
Planning & Outreach

City Manager Approval: _____

A handwritten signature in black ink, appearing to be 'AS', written over a horizontal line.

TOPIC: RENTER PROTECTIONS

SUBJECT: PROPOSED RENTER PROTECTION POLICIES: MANDATORY
MEDIATION AND JUST CAUSE EVICTION

RECOMMENDATION: Accept Informational Report and provide direction to staff.

BACKGROUND:

In the fall of 2016, the County of Marin started exploring a variety of policies and programs that could address ongoing challenges with discrimination, affordability, and substandard living conditions in unincorporated Marin County's rental housing stock. Unlike the cities and towns in Marin County, the County, through its Community Development Agency, has full-time staff working on housing issues. As a result, many local cities and towns have looked to the County for leadership in this policy area. To-date, the County has adopted the following renter protection measures:

- [Source of Income Discrimination](#)
- [Mandatory Mediation](#)
- [Just Cause Eviction](#)
- [Business License Data Collection](#)

The City Council's [Goals and Strategies for Fiscal Year 2018-19](#) include goals around facilitating affordable housing. For example, one strategy is to "Explore protections to increase rental and ownership housing affordability." On August 20, 2018, the Community Development Director provided the City Council with a "[Housing Update](#)" report. At that time, the City Council provided direction to staff to work on a number of items for future Council consideration. One of these items was a [Source of Income Discrimination ordinance](#), which the City Council considered and approved at their December 17, 2018 meeting. The City Council also directed staff to return with information regarding proposed ordinances for Mandatory Mediation and Just Cause Eviction.

On February 4, 2019, staff provided an [informational report](#) to the City Council about Mandatory Mediation and Just Cause Eviction policies. In essence, these policies do the following:

FOR CITY CLERK ONLY

File No.:

Council Meeting:

Disposition:

- **Mandatory Mediation** – Mediation is a process in which a neutral third party facilitates the negotiation of a mutually acceptable resolution to a dispute between parties. Mediation programs commonly apply voluntary, private and informal processes. With “Mandatory” Mediation, if a triggering event occurs (e.g. rent is increased by a certain percentage), then the tenant is able to request mediation services. It is then mandatory that the landlord participates in the mediation process, but the parties cannot be compelled to reach a resolution. Instead, the goal of these programs is to facilitate constructive conversations in a neutral and accountable environment.
- **Just Cause Eviction** – Just Cause Eviction policies are intended to provide stability for households who rent by regulating the grounds for eviction, typically by prohibiting termination of a residential tenancy without an express and valid reason. These policies serve to promote greater awareness of the rights and responsibilities of landlords and tenants and provide a clear and transparent process for evictions and lease terminations, particularly when rental agreements do not exist or lack specificity. Just Cause ordinances typically identify acceptable reasons that a landlord may terminate a tenancy “for cause” (e.g. failure to pay rent, nuisance behavior), as well as other reasons a landlord could evict for “no cause” (e.g. the landlord is moving back into the unit). Just Cause ordinances fully retain the rights of landlords to terminate a lease for valid reasons, but they also help to prevent the eviction of responsible tenants, providing them with greater security and stability.

At the February 4, 2019 meeting, the City Council decided to create a Renter Protections ad-hoc Subcommittee to vet these policies in more detail, using the County of Marin’s adopted ordinances as a starting place. The Subcommittee includes Mayor Gary Phillips, Councilmember Andrew McCullough, County Supervisor Dennis Rodoni, [Legal Aid of Marin](#) Managing Attorney David Levin, and local multi-family property owner and real estate agent Scott Gerber. Staff to the Subcommittee includes City Attorney Rob Epstein, City Manager Jim Schutz, and Director of Homeless Planning & Outreach Andrew Hening.

ANALYSIS:

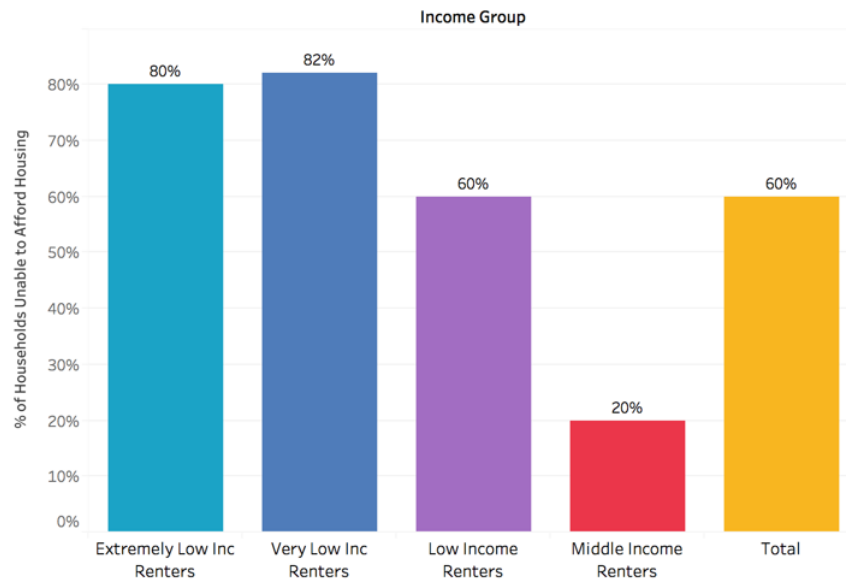
Overall, the Subcommittee recommends that the City Council adopt Mandatory Mediation and Just Cause Eviction policies. San Rafael, like the Bay Area and most of California, is in the middle of a housing crisis. To illustrate this issue, below is a quote from a recent report by the Bay Area Council Economic Institute entitled [Bay Area Homelessness: A Regional View of a Regional Crisis](#):

According to the California Legislative Analyst’s Office (LAO), California’s high housing costs are primarily the result of a severe housing shortage, especially in coastal regions like the Bay Area. Community review processes, environmental policies, impact fees, and a lack of fiscal incentives for local governments to approve housing, all contribute to a chronic shortage that skews the market toward higher prices. A 2016 study by the McKinsey Global Institute estimates California has 3.5 million fewer homes than needed, resulting in LAO estimates that show the average California home costs 2.5 times the national average while California’s average rents are 50 percent higher.

As the report highlights, the housing crisis is particularly acute for renters. According to the City of San Rafael’s [2015-2023 Housing Element](#), in 2010 San Rafael had 24,011 housing units. According to the 2010 U.S. Census, renter households occupied 48% of San Rafael’s housing units. There are a variety of ways in which renters are impacted by the housing crisis:

- **Housing Overpayment** – Housing overpayment, as defined by the state and federal government, refers to spending more than 30% of income on housing. According to a [2018 report](#) from the Marin Economic Forum, the majority of low-income renters in Marin County fall within this definition of housing overpayment (Figure 1).

Figure 1 – Rent Burden by Income Group

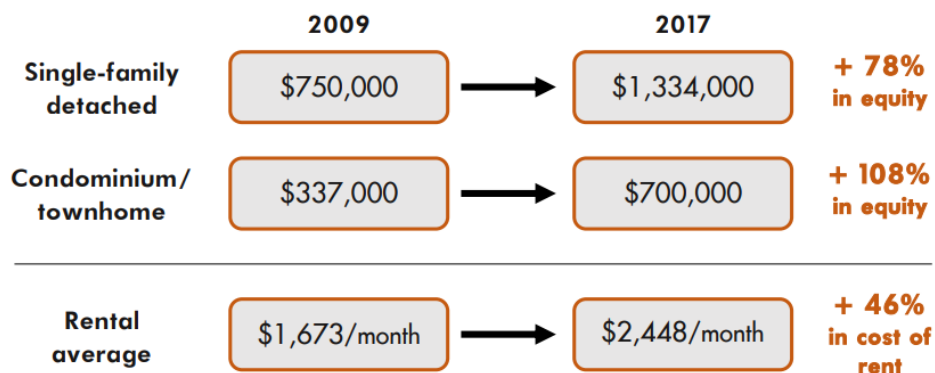


- **Low Vacancy Rates** – The vacancy rate refers to the number of available housing units – for sale or rent – available at any given point in time. According to the City of San Rafael’s Housing Element, “A low vacancy rate may indicate that households are having difficulty in finding housing that is affordable, leading to housing overpayment and/or overcrowding.” According to the Marin County Community Development Agency, the rental vacancy rate in Marin County is currently below 3%. A healthy rate is closer to 6 to 7%. In rental markets with low vacancy rates, in addition to overpaying, tenants without viable housing alternatives might end up choosing to reside in rental units with deficiencies that affect the habitability of the property (the City of San Rafael does have a Housing Inspection Program to ensure such deficiencies are corrected). Moreover, with more renters competing for a smaller pool of units, renters with “red flags” in their background (e.g. a criminal record, low credit scores) can have a harder time finding units.
- **Jobs / Housing Imbalance** – According to the San Rafael Housing Element, more than 87% of those employed in San Rafael reside in other cities, which implies a significant jobs / housing imbalance. Affordable workforce housing is needed for those who contribute vital services to the City but whose incomes limit their ability to obtain affordable housing in San Rafael. Examples of workforce occupations priced out of the local housing market include nursing assistants, elementary and high school teachers, and many public employees.
- **Homelessness** – According to [Marin County’s 2017 Homeless Point-in-Time-Count](#), the leading reason people cited for becoming homeless was “economic issues” (42%). According to the same study, currently homeless persons cited the top three forms of assistance needed for exiting homelessness as housing-related: rental assistance (62%), more affordable housing

(60%), and money for moving costs (46%). According to the aforementioned Bay Area Council Economic Institute [report](#), “In 2017, an estimated 28,200 individuals were homeless across the nine county Bay Area according to Point-in-Time (PIT) counts, making it the nation’s third largest population of people experiencing homelessness, behind only New York City (76,500) and Los Angeles (55,200). As a percentage of the overall population, the Bay Area has the fifth highest homeless concentration in the U.S. If the Bay Area counties were to be ranked separately, San Francisco would have the second largest ratio of homeless-to-non-homeless residents in the nation (78), Sonoma County (56) would have the third highest, and Marin County (43) the seventh highest.” Of note, in 2018, fully 100% of the people who were placed in housing through the Marin County Continuum of Care moved into a rental arrangement.

- **Difficulty of Becoming an Owner** - For existing owners, higher prices mean increased equity. By comparison, renters experience increasing prices as just that, higher prices. The County of Marin’s Community Development Agency shared the infographic below at their September 11, 2018 “Preventing Displacement: Rental Housing Workshop.” It reveals a crucially important link between the ownership market and the rental market. If more and more of a household’s income is directed towards increasingly expensive rents, while at the same time the cost of becoming an owner also continues to rise (e.g. the cost of a down payment will continue to rise as prices rise), it becomes increasingly difficult for renters to become owners.

Figure 2 – Home Equity vs. Rental Prices in Marin County, 2009-2017



In an effort to help renters, a variety of local jurisdictions have adopted Mandatory Mediation and Just Cause Eviction ordinances (e.g. the County of Marin, the Town of Fairfax, Union City, the City of Alameda, San Leandro, Concord, Palo Alto). At the February 4, 2019 City Council meeting, staff presented the policy frameworks for Mandatory Mediation and Just Cause Eviction that were adopted by the County of Marin (the ordinances for the County’s policies are included here as Attachment 1 – County of Marin Mandatory Mediation Ordinance and Attachment 2 – County of Marin Just Cause Eviction Ordinance). Of note, since the February 4, 2019 City Council meeting, [the Town of Fairfax has passed both Just Cause Eviction and Mandatory Mediation policies](#) that are in line with the County.

The Renter Protections Subcommittee reviewed the measures passed by the County of Marin and ultimately concluded that with certain modifications, these policies would be beneficial for San Rafael as well. To explain the proposed policy changes, there are two tables below: one for Mandatory Mediation (Figure 3) and the other for Just Cause Eviction (Figure 4). These tables will highlight the key issues pertaining to both policies, what the County did, what the Renter Protections Subcommittee is recommending that the City of San Rafael do, and the rationale if there was a change.

Figure 3 – Mandatory Mediation Policy Recommendations

Key Policy Issue	County’s Language	Recommended Change for San Rafael	Rationale
Properties Subject to Ordinance	All rental units, including single-family homes and condos except government-regulated units (e.g., Sec. 8).	Properties w/ 3 or more units, except gov-regulated units. “Unit” to exclude those occupied in whole or part by owner or owner’s family member.	Consistent with Just Cause Eviction ordinance; covers 68% of rental units in San Rafael; “Unit” definition intended to exclude landlords that might be renting multiple bedrooms in their primary residence. County’s inclusion of single family homes reflects their disproportionate % of rental units in County.
Parties that Can Initiate a Mediation	Tenants and Landlords	No change	---
Basis for Mediation	A 5% or greater rent increase within a 12-month period	A 10% or greater rent increase within a 12-month period	Average rental prices grew 0% in 2018; most landlords are keeping rent increases in line with the market, with the exception of high-profile building acquisitions (e.g. renters in the Canal saw 40%+ increases); the Subcommittee felt the goal is to discourage increases that are above market and to avoid including and managing a CPI index should inflation rise.
Cost to Participants	No cost – County absorbs	TBD. Options include: City absorbs for a limited period; both parties pay equally; landlord pays full cost; and/or volunteer panel is recruited	---

<p>Failure to Participate in Good Faith</p>	<p>Either party may ask the Community Development Agency director to investigate a claim of failure to participate in good faith. If bad faith by Landlord, rent increase not valid until Landlord participates in good faith. If bad faith by Tenant, request for mediation deemed withdrawn and rent increase permissible.</p>	<p>No hearings or appeals permitted; a claim of failure to participate in good faith may be made in court.</p>	<p>The City does not have the administrative capacity to manage an appeals process. If either party believes the other has failed to comply with the ordinance, the party may go directly to court and attorneys' fees may be awarded if the party prevails.</p>
<p>Mediation Statements</p>	<p>If the parties reach an agreement, a Mediation Agreement will be prepared and is enforceable. Absent an agreement, the Mediator must prepare a statement summarizing the mediation.</p>	<p>No change should parties reach an agreement; if no agreement is reached, the mediator will not prepare a statement summarizing the mediation.</p>	<p>The purpose of mediation is to have a candid and open discussion. If agreements can be subpoenaed for future court cases, they will disincentivize openness during the mediation.</p>
<p>Anti-Harassment Activities</p>	<p>The County outlined 14 activities that Landlords are prohibited from engaging in as a result of a tenant requesting mediation services (e.g. interrupting amenities, lack of diligence in conducting repairs, an invasion of privacy).</p>	<p>Remove provision</p>	<p>Parties to rely on existing law, including California Code 1942.5, which prohibits retaliation against tenants; City may elect to notify Landlords that some / all of these 14 activities may be a violation of existing law.</p>
<p>Civil Remedies</p>	<p>In addition to injunctive relief, an aggrieved party—upon showing a violation of <u>any</u> provision of this ordinance—is entitled to treble damages, and may be awarded \$200-400, attorneys fees, costs, and punitive damages.</p>	<p>Remedies limited to 1) A party's failure to mediate in good faith, and 2) Landlord's failure to substantially comply with its notice requirements; remove punitive damages; Attorneys' fees recoverable only if Landlord is first given written notice of its failure and an opportunity to cure, which cure may include delaying and re-noticing a proposed rent increase or refunding or crediting to Tenant a past rent increase.</p>	<p>Remedies narrowed to address the objective of the ordinance, which is to enforce the obligation to mediate in good faith and, in landlord's case, to provide notice to tenant of his/her right to mediate. Punitive damages removed as redundant in light of the availability of treble damages.</p>

Figure 4 – Just Cause Eviction Policy Recommendations

Key Policy Issue	County’s Language	Recommended Changes	Rationale
Properties Subject to Ordinance	All properties with at least 3 units, excluding government-regulated units, developments with 49% or more gov-regulated units, ADUs/JADUs, and caretaker units.	Same as the County except “Unit” to be defined to exclude those occupied in whole or part by owner or owner’s family member.	“Unit” definition intended to exclude landlords that might be renting multiple bedrooms in their primary residence.
Rental Unit Registry	Landlords must register all units subject to this ordinance with the County. Specific info must be included for each unit: 1) the name of owner, address of unit, 2) number of bedrooms, 3) the amount and date of rent received, 4) whether rent includes utilities, 5) the occupancy status of each unit, 6) the addresses of all other units owned in the County, and 7) the business license number applicable to the unit being registered.	A registry will not be required.	The City is not resourced to maintain a registry. The City could require more data from Landlords during its business license renewal process in order to obtain this or similar information.
Bases of For Cause Termination	1) Failure to pay rent 2) Tenant violated “material term” of rental agreement 3) Tenant has been convicted for using the unit for an illegal purpose,. Upon notice from Landlord, Tenant Household may “cure” the violation by removing the offending member of Tenant Household. 4) A specific, unequivocal threat of imminent violent crime towards any person on the property, likely to cause death or great bodily injury, where the person is reasonably in sustained fear for his or his family’s safety. 5) After written notice and reasonable opportunity to cure, Tenant commits “such a nuisance as to destroy the peace, quiet, comfort, or safety of Landlord or other Tenants.” 6) Acts of domestic violence, sexual assault or stalking are <u>not</u> sufficient grounds to terminate the tenancy of the victim.	No change	---

<p>No Fault Terminations</p>	<p>A Landlord may terminate a tenancy if 1) Landlord will permanently remove unit from market—by demolition or by ending its residential rental use. 2) Landlord or Landlord’s family will move in to unit w/n 3 mos. and occupy it for at least one year. 3) Landlord has obtained permits for substantial repairs of unit, the primary purpose of which is compliance with health and safety.</p>	<p>Add Tenant’s refusal to accept a lease at outset of tenancy, or renew a lease on terms substantially similar to the existing lease. Broaden permit requirement to to include compliance with applicable building codes (not just health and safety).</p>	<p>As a written lease protects a tenant from no-fault terminations, the refusal to accept a lease should not avail tenant of just cause protection. Removal of tenants to perform significant repairs should include other substantial repairs that will bring a unit up to code.</p>
<p>Rights and Remedies</p>	<p style="text-align: center;">Rights:</p> <p>Landlord’s failure to comply with the ordinance is an affirmative defense by Tenant in any eviction proceeding.</p> <p>A Tenant (or member of Tenant’s Household) or the County may sue any Landlord who: 1) attempts to prevent a Tenant from acquiring rights under this ordinance, 2) retaliates against a Tenant or Tenant Household for exercising rights under this ordinance, or 3) engages in activities prohibited by this ordinance. County has the right but not the obligation to enforce this ordinance, via litigation or administrative remedy/citation.</p> <p style="text-align: center;">Remedies:</p> <p>In addition to injunctive relief, a Landlord who violates this ordinance shall be liable for damages, costs, and reasonable attorneys’ fees, along with other relief that may awarded by a court. The court may treble the award of damages if it finds Landlord acted with knowledge or reckless disregard</p>	<p>Limit availability of remedy to instances where Landlord terminates a tenancy without Just Cause or No Fault or where Landlord fails to substantially comply with the requirement to provide notice to the tenant (but not to any third parties).</p>	<p>Remedies narrowed to address the objective of the ordinance, which is to enforce landlord’s obligation to terminate a tenancy only for cause (subject to permitted exceptions) and to provide notice to tenant of their rights under the ordinance. Trivial defects in a notice should not allow recovery of attorneys’ fees in order to avoid frivolous litigation.</p>

As this report is informational, there is no formal City Council action required at this time. Instead, staff seeks feedback from the full City Council regarding the Subcommittee's proposed rental protection policies. Overall, staff recommends that the City Council adopt these policies with the changes outlined above.

PUBLIC OUTREACH:

Staff has connected with a variety of local stakeholders on this issue, including: the Marin Organizing Committee, renters in the Canal, representatives from the faith-based community, local landlords, the California Apartment Association, staff and elected from the County of Marin, the Citizen's Advisory Council, the Association of Bay Area of Governments, and the Marin Income Property Association.

Additionally, a courtesy meeting notice was sent to the following organizations: Marin County Community Development Agency, the Marin Housing Authority, the League of Women Voters, EDEN Housing, Marin Environmental Housing Collaborative, Sustainable Marin, Sustainable San Rafael, Fair Housing of Marin, Marin Builders Association, Public Advocates, Inc., Legal Aid of Marin, Marin Association of Realtors, Community Action Marin, Canal Alliance, the San Rafael Chamber of Commerce, the Downtown San Rafael Business Improvement District, Marin Continuum of Housing, the Housing Crisis Action Group, Aging Action Initiative, the Homeless Policy Steering Committee, Ritter Center, St. Vincent's, Homeward Bound, Buckelew Programs, the Marin Center for Independent Living, the Marin Organizing Committee, and the Federation of San Rafael Neighborhoods.

The Director of Homeless Planning & Outreach sent a newsletter about renter challenges to the Homeless Initiatives Newsletter distribution (approximately 3,000 subscribers), and this item was noticed in the City Manager's Bi-Weekly Snapshot newsletter. Based on City Council direction, staff is prepared to conduct additional public outreach on this item.

FISCAL IMPACT:

The Renter Protections Subcommittee recommends that the City of San Rafael cover the cost of these programs for two years; however, at present, there are no available resources in the General Fund for this new programming. One possibility is that the City Council reassign funding from the Homeless Initiatives Budget.

In terms of cost, there are no direct administrative costs required for the Just Cause Ordinance, though there will be a time commitment from staff to create the public education materials about the new process and to field public inquiries about the policy. There may be a more substantial cost associated with the Mandatory Mediation program. The cost will be most dependent on the vendor that provides the mediation services. The City does not have capacity to offer this service in-house.

As staff presented at the [February 4, 2019 City Council meeting](#), the County of Marin (and now the Town of Fairfax) is administering its mediation program through the District Attorney's Consumer Protection Unit. Staff connected with the District Attorney's Office in January and was quoted a cost of \$400 per mediation. It is hard to estimate what the demand for this service will be but based on coverage from the Marin Independent Journal on recent high-profile rent increases, in fiscal year 2018-19 there have been 68 rental units affected by 40%+ rent increases. Under the proposed Mandatory Mediation ordinance, every individual household would have had a right to request a mediation. This could have cost the City \$27,200.

Importantly, the District Attorney's Office indicated during initial discussions that they would only be open to providing mediation services to other jurisdictions if other jurisdictions used the same ordinance adopted by the County of Marin. Should the City Council choose to adopt the Subcommittee's modified policy proposal, there would need to be follow up discussions with the District Attorney's Office about their willingness to provide the service, as well as a final price.

As an alternative option, the Renter Protections Subcommittee discussed the possibility of creating a program through the Marin County Bar Association. The idea would be that current and/or former attorneys could volunteer to conduct mediations on a rotating, as-needed basis. The City Attorney's Office is following up with the Bar Association.

RECOMMENDED ACTION: Provide comments and feedback to staff.

ATTACHMENTS:

1. County of Marin Mandatory Mediation Ordinance
2. County of Marin Just Cause Eviction Ordinance

ORDINANCE NO. _____
ORDINANCE OF THE MARIN COUNTY BOARD OF SUPERVISORS
AMENDING COUNTY OF MARIN CODE OF ORDINANCES CHAPTER 5.95,
RENTAL HOUSING DISPUTE RESOLUTION

SECTION I: LEGISLATIVE FINDINGS

1. **WHEREAS**, over 67,000 people permanently reside in the unincorporated area within Marin County, which population is projected to grow by approximately 10,000 additional residents by 2040, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015 – 2023; and
2. **WHEREAS**, over 30 percent of the 26,000 households that reside in unincorporated Marin rent their homes, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015 – 2023; and
3. **WHEREAS**, it is estimated that over 2,000 households residing in unincorporated Marin have extremely low incomes, which is defined as earning approximately 30 percent of the area median income, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015 – 2023; and
4. **WHEREAS**, approximately 56 percent of renters in 2010 were estimated to be overpaying for rental housing, which is defined as paying more than 30 percent of household income as rent, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015 – 2023; and
5. **WHEREAS**, between 2001 and 2013 home values increased significantly more than area incomes, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015 – 2023; and
6. **WHEREAS**, between 2004 and 2013 rental prices increased approximately 13 percent, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015 – 2023; and
7. **WHEREAS**, there is a shortage of rental housing, including multi-family, single-family, second units, and Single Room Occupancy (SRO) units, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015 – 2023; and
8. **WHEREAS**, for the past approximately two years, the Board of Supervisors has been considering a slate of policy options to preserve housing affordability and prevent displacement, and has taken action to implement several measures in furtherance of these goals based in part on recommendations from an Affordable Housing Subcommittee of the Board; and
9. **WHEREAS**, on November 2, 2017, the Affordable Housing Board Subcommittee recommended that the County establish a Rental Housing Dispute Resolution program consisting of mandatory mediation and certain tenant protection policies; and
10. **WHEREAS**, the Board of Supervisors finds and determines that regulating the relations between certain residential landlords and residential tenants will increase certainty and fairness within the residential rental market in the County and thereby serve the public peace, health, safety, and public welfare; and

11. **WHEREAS**, on December 12, 2017 the Board of Supervisor adopted Ordinance 3680, and thereby added Chapter 5.95, titled "Rental Housing Dispute Resolution," to the Marin County Code of Ordinances pursuant to the County's police powers, afforded by the state constitution and state law, to protect the health, safety, and welfare of the public; and
12. **WHEREAS**, the proposed amendment would simplify the eligibility criteria and clarify certain provisions that define Good Faith Participation in the program; and
13. **WHEREAS**, the Board of Supervisors conducted duly and properly noticed public hearings on August 7 and 21, 2018 regarding the Rental Housing Dispute Resolution program; and
14. **WHEREAS**, Chapter 5.95 of the County of Marin Code of Ordinances is amended.

SECTION II: ACTION

The Marin County Board of Supervisors ordains as follows: Ordinance No. [] is hereby adopted and Chapter 5.95 Rental Housing Dispute Resolution shall be codified in the Marin County Code of Ordinances in the form attached as Exhibit "A" to Marin County Ordinance No. [].

SECTION III: CEQA DETERMINATION

The Board of Supervisors finds that adoption of this Ordinance is exempt from the California Environmental Quality Act ("CEQA") pursuant to section 15061(b)(3) of the State CEQA Guidelines because it can be seen with certainty that there is no possibility that the adoption of this Ordinance may have a significant effect on the environment, in that this ordinance applies residential tenant protection measures to existing residential units in unincorporated areas of Marin County, which is solely an administrative process resulting in no physical changes to the environment. Accordingly, this ordinance contains no provisions modifying the physical design, development, or construction of residences or nonresidential structures.

SECTION IV: SEVERABILITY

Every section, paragraph, clause, and phrase of this Ordinance is hereby declared to be severable. If for any reason, any section, paragraph, clause, or phrase is held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, clauses or phrases.

SECTION V: EFFECTIVE DATE AND PUBLICATION

This Ordinance shall be and is hereby declared to be in full force and effect as of 30 days from and after the date of its passage and shall be published once before the expiration of 15 days after its passage, with the names of the Supervisors voting for and against the same, in the Marin Independent Journal, a newspaper of general circulation published in the County of Marin.

SECTION VI: VOTE

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin, State of California, on this 21st day of August 2018 by the following vote:

AYES: SUPERVISORS

NOES:

ABSENT:

DAMON CONNOLLY, PRESIDENT
MARIN COUNTY BOARD OF SUPERVISORS

ATTEST:

Matthew H. Hymel
Clerk of the Board of Supervisors

EXHIBIT "A" TO MARIN COUNTY ORDINANCE NO. []
Marin County Code of Ordinances Chapter 5.95
Rental Housing Dispute Resolution

Section: 5.95.010 Purpose and intent.

It is the purpose and intent of this Chapter to increase certainty and fairness in the residential rental market within unincorporated Marin County, in order to promote the health, safety, and general welfare of residents and businesses within the County. This Chapter only governs disputes between Landlords and Tenants of rental Dwelling Units located within unincorporated Marin County.

Section: 5.95.020 Applicability.

The provisions of this Chapter 5.95 shall apply to all Dwelling Units in unincorporated Marin County containing a separate bathroom, kitchen, and living area, including a single-family dwelling or unit in a multifamily or multipurpose dwelling, a unit in a condominium or cooperative housing project, or a unit in a structure that is being used for residential uses whether or not the residential use is a conforming use permitted under the Marin County Code of Ordinances, which is hired, rented, or leased to a household within the meaning of California Civil Code Section 1940. This definition applies to any dwelling space that is actually used for residential purposes, including live-work spaces, whether or not the residential use is legally permitted.

Notwithstanding anything to the contrary above, the provisions of this Chapter 5.95 shall not apply to the following:

- (a) Any Dwelling Unit that is owned or operated by any government agency; or
- (b) Any Dwelling Unit for which one of the following is true (1) the Rent is limited to no more than affordable rent, as such term is defined in California Health & Safety Code Section 50053, pursuant and subject to legally binding restrictions enforceable against and/or governing such units; or (2) the Rent is directly subsidized by a government agency such that the Tenant's portion of the Rent does not exceed 30% of income.

Section: 5.95.030 Definitions.

For the purpose of this Chapter, the following words and phrases shall mean:

- (a) "County" means the County of Marin.
- (b) "CDA Director" means the County of Marin Community Development Agency Director or their designee unless otherwise specified.
- (c) "Designated Service Provider" means a party, organization, or County Department selected by the CDA Director to provide Mediation services and other tasks necessary to implement the program and procedures contained in this Chapter and any associated Guidelines.
- (d) "Dwelling Unit" means a structure or the part of a structure that is used as a home, residence, or sleeping place by one person who maintains a household or by two or more persons who maintain a common household as defined in California Civil Code section

1940 and County Code sections 18.10.020, 20.16.061, including those dwellings defined in County Code sections 22.02.2401 (Dwelling, one-family), 22.02.2501 (Dwelling, two-family), and 22.02.2601 (Dwelling, multiple).

- (e) "Guidelines" means any written regulations for the administration and implementation of this Chapter adopted by the CDA Director. All forms and notices called for to facilitate the administration and implementation of this Chapter shall be adopted by the CDA Director, with approval by the County Counsel, and included in the Guidelines.
- (f) "Good Faith" participation includes the affirmative duty of the Landlord to: (i) refrain from any harassment or other prohibited activity described in Section 5.95.060 and to (ii) refrain from an unlawful detainer proceeding while the parties are engaged in proceedings under this Chapter excepting only those actions authorized by subsections (3) and (4) of California Code of Civil Procedure section 1161 or any successor provisions. Good Faith participation also includes the affirmative duty of the Tenant to abide by the terms of the lease or rental agreement and to pay all lawful Rent owed.
- (g) "Landlord" means an owner, lessor, or sublessor who receives or is entitled to receive Rent for the use and occupancy of any Dwelling Unit or portion thereof.
- (h) "Mediation" means one or more meetings in which a Landlord and Tenant have the opportunity to directly communicate with a Mediator and each other in a face-to-face setting at a neutral location in order to resolve a rental housing dispute under ground rules designed to protect the confidentiality and neutrality of the communications.
- (i) "Mediator" means a person who is employed by the Designated Service Provider and who meets any criteria for conducting Mediations that may be established in the Guidelines.
- (j) "Rent" means the consideration, including any funds, labor, bonus, benefit, or gratuity, demanded or received by a Landlord for or in connection with the use and occupancy of a Dwelling Unit and the Housing Services provided therewith, or for the assignment of a rental agreement for a Dwelling Unit.
- (l) "Tenant" means a person entitled by written or oral agreement, or by sufferance, to the use or occupancy of a Dwelling Unit.

Section: 5.95.040 Mediation eligibility.

- (a) Tenant-initiated Mediation. A Tenant residing in a Dwelling Unit may file a request and receive Mediation services within either 30 calendar days from the enactment of this Chapter or ten calendar days of the Tenant's receipt of one or more notices in accordance with California Civil Code section 827 that individually or cumulatively increase Rent more than five percent within any 12-month period.
- (b) Landlord-requested Mediation. Any Landlord may file a request and receive Mediation services in order to pursue a Rent increase greater than five percent within any 12-month period.

Section: 5.95.050 Mediation process.

- (a) Designated Service Provider. The CDA Director shall contract with or designate a Designated Service Provider to provide Mediation services. The Guidelines may include

a description of minimum qualifications for the Designated Service Provider and its Mediators.

(b) Mediation Requests.

- (1) Any Tenant or Landlord eligible for Mediation under Section 5.95.040 may request Mediation services from the Designated Service Provider.
- (2) Each Landlord and/or Tenant requesting Mediation services must complete and sign a form under penalty of perjury that demonstrates eligibility for Mediation under this Chapter and includes other information as may be specified in the Guidelines.
- (3) Separate requests for Mediation services that involve one or more of the same parties may be consolidated with the consent of the Landlord and the other Tenant(s), but consolidation is not required and shall not affect individuals' ability to be separately represented or to bring a separate legal action.
- (4) If an eligible Tenant has requested Mediation as a result of receiving one or more notices in accordance with California Civil Code section 827 that individually or cumulatively increase Rent more than five percent within any 12-month period, unless the parties otherwise agree in writing, such noticed Rent increase will not be effective until the Mediation concludes.

(c) Two-Step Mediation Process. The Designated Service Provider shall assign a Mediator within ten calendar days of receiving a complete request for Mediation services. The assigned Mediator shall offer a two-step Mediation process as follows:

- (1) Within two business days of receiving a Mediation assignment from the Designated Service Provider, the Mediator shall provide notice of the Mediation to the Landlord and Tenant. The Mediation notice shall, at a minimum, inform each party of their obligation to appear at the Mediation and participate in the Mediation in Good Faith. The Mediator shall make reasonable efforts to schedule Mediation sessions at times that are mutually convenient for the Landlord and the Tenant, which may include times that are outside of business hours. The Mediation process shall commence upon notification of the Landlord and Tenant by the Mediator.
 - (A) A Mediator may notify the Landlord and/or Tenant of the Mediation process via telephone, email, or any other form of communication, but at a minimum, the Mediator must notify each party in writing via first-class mail, postage prepaid to each parties' address of record.
 - (B) Following the Mediator sending such notification, both the Landlord and the Tenant have an affirmative obligation to participate in the Mediation in Good Faith until the Mediation concludes.
- (2) The Mediation process shall conclude upon the earlier of: (A) the execution of a legally enforceable, written Mediation agreement signed by all parties to the Mediation service under Section 5.95.050(e); (B) the Mediator's determination that no further progress is likely to result from continued Mediation; or (C) all of the parties to the Mediation indicate in writing that the Mediation has concluded to their satisfaction. In no event shall a Mediation process last longer than 30 calendar

days from when the parties are notified unless the parties agree in writing to extend the Mediation term. If no legally enforceable, written Mediation agreement is reached, the Mediator shall prepare and distribute a nonbinding Mediation statement under Section 5.95.050(f). The Mediator shall send the Mediation statement to each party's address of record via first-class mail, postage prepaid.

(d) Mandatory Participation. Every party to a Mediation is affirmatively obligated to participate in such Mediation in Good Faith until the Mediator determines the Mediation has concluded.

(1) Definition. For purposes of this Section, Good Faith participation includes by reference the definition described in Section 5.95.030 and also means the mutual obligation of the Landlord and Tenant to meet on each occasion when notified of Mediation proceedings, provide relevant information, exchange proposals, timely consider and respond to proposals by opposite parties, and engage in meaningful discussion on the subject of proposed Rent increases and issues related to the Rent increase.

(2) Failure to participate in Good Faith.

(A) No Rent increase will be effective unless or until the Landlord of the Dwelling Unit complies with the provisions of this Chapter by participating in Good Faith as described in Section 5.95.030 and 5.95.050 throughout the entirety of a Mediation process.

(B) If a Tenant fails to participate in Good Faith, the Mediator at his or her discretion may determine that the Tenant has withdrawn their request for Mediation service and conclude the Mediation process, allowing any Rent increase to be implemented in accordance with the notice requirements identified in California Civil Code section 827.

(3) Finding of a failure to participate in Good Faith.

(A) A Mediator or party to the Mediation process may request that the CDA Director investigate a claim of failure to participate in Good Faith by another party. The CDA Director shall be responsible for investigating allegations of a lack of Good Faith participation by any party.

(B) Any determination that a party has failed to participate in Good Faith in a proceeding under this Chapter shall only be made after a fair hearing by a hearing officer appointed by the CDA Director and the rendition of factual findings supported by the record. All parties to such hearing must receive written notice of the hearing at least five business days prior to the hearing date. Following such a hearing, the CDA Director shall give prompt notice of the determination by first-class mail, postage prepaid, to the affected party. Additional hearing procedures, including procedures for appeals (if any), may be specified in the Guidelines.

(e) Mediation Agreements.

(1) Any agreement reached by the parties in Mediation must:

- (A) Be made in writing and signed by the parties;
 - (B) State the specific terms of the Mediation agreement including the duration and conditions of the agreement;
 - (C) State the effective date of any agreed-upon Rent increase and stipulate to the adequacy of notice for any Rent increase in accordance with California Civil Code section 827;
 - (D) Be legally enforceable against the parties to the agreement;
 - (E) Provide that the agreement may be enforced via civil action by any party and by the County or its designee as third-party beneficiaries; and
 - (F) Provide that any agent or representative signing a Mediation agreement on behalf of other persons shall be responsible for promptly providing a copy of the agreement to the parties they represent.
- (2) A Tenant bound by a Mediation agreement may not request further Mediation concerning any Rent increase covering the same time period included in the Mediation agreement but may request Mediation concerning an additional Rent Increase that is first noticed or occurs after the Mediation agreement is signed by both parties.
- (f) Mediation Statements. If a Mediation service does not result in a Mediation agreement, then the designated Mediator shall produce a nonbinding Mediation statement. The Guidelines shall include form Mediation agreements and Mediation statements that include, without limitation, the following information:
- (1) The name of each party that appeared for and participated in Good Faith in the Mediation service; and
 - (2) A concise summary of the dispute including the perspectives of each party that appeared for and participated in Good Faith in the Mediation service.

Section: 5.95.060 Anti-harassment and other prohibited activities.

- (a) No Landlord may do any of the following in bad faith, with ulterior motive, or without honest intent:
 - (1) Interrupt, fail to provide, or threaten to interrupt or fail to provide any Housing Service under a lease or rental agreement, including but not limited to utility services and other amenities and services agreed to by contract;
 - (2) Fail to perform repairs or maintenance required by contract or by State, or County housing, health, or safety laws;
 - (3) Fail to exercise due diligence to complete repairs and maintenance once undertaken, including the failure to follow industry-appropriate safety standards and protocols;
 - (4) Abuse or otherwise improperly use Landlord's right to access the property;

- (5) Remove personal property of the Tenant(s) from the Dwelling Unit;
 - (6) Influence or attempt to influence the Tenant(s) to vacate the unit by means of fraud, intimidation, or coercion (including but not limited to threats based on immigration status in violation of California Civil Code section 1940.3);
 - (7) Offer payment or any other consideration, in return for the Tenant(s) vacating the Dwelling Unit, more often than once every six months;
 - (8) Threaten the Tenant(s) by word or gesture with physical harm;
 - (9) Interfere with the Tenant(s) right to quiet use and enjoyment of the Dwelling Unit;
 - (10) Refuse to accept or acknowledge receipt of lawful Rent from the Tenant(s);
 - (11) Interfere with the Tenant(s) right to privacy;
 - (12) Request Information that violates the Tenant(s) right to privacy;
 - (13) Other repeated acts or omissions of such significance as to substantially interfere with or disturb the Tenant(s) comfort, repose, peace, or quiet enjoyment, and that cause, are likely to cause, or are intended to cause the Tenant(s) to vacate the Dwelling Unit; or
 - (14) Retaliate against the Tenant(s) for the Tenant(s) exercise of rights under this Chapter or state or federal law.
- (b) Nothing in this Section 5.95.060 prohibits the lawful eviction of a Tenant in accordance with California Civil Code section 1946.1 or by any other appropriate legal means.

Section: 5.95.070 Civil remedies.

- (a) Injunctive relief. Any aggrieved person may enforce the provisions of this Chapter by means of a civil injunctive action. Any person who commits, or proposes to commit, an act in violation of this Chapter may be enjoined therefrom by any court of competent jurisdiction. An action for injunction under this section may be brought by any aggrieved person, by county counsel, the district attorney, or by any person or entity which will fairly and adequately represent the interests of the protected class.
- (b) Civil Liability. Any person who violates any of the provisions of this Chapter or who aids in the violation of any provisions of this Chapter is liable for, and the court must award to the individual whose rights are violated, three times the amount of special and general damages. The court may award in addition thereto not less than two hundred dollars (\$200.00) but not more than four hundred dollars (\$400.00), together with attorney's fees, costs of action, and punitive damages. Civil actions filed pursuant to this section must be filed within one year of the events giving rise to the alleged cause of action.

Section: 5.95.080 Notice of Tenant rights.

- (a) Landlords must provide to each Tenant a notice of Tenant rights under this Chapter that describes the Mediation service and how to request service; a form for providing such notice may be issued in the Guidelines.
- (b) Landlords must provide to Tenants the notice of Tenant rights under Section 5.95.080(a) in the following circumstances:
 - (1) Within 30 calendar days of enactment of this Chapter;
 - (2) When entering a lease or rental agreement;
 - (3) When renewing a lease or rental agreement;
 - (4) When providing notice of a Rent increase; and
 - (5) At such times as required by the County, which may include, but is not limited to, when this Chapter is significantly amended.
- (c) All notices provided under this Section shall be provided in English, Spanish and Vietnamese, in the translated form made available by the County. If the Tenant's rental agreement was negotiated in another language, the Landlord is obligated to provide an accurate translation of the notification in that other language as well. Translation services for other documents or Mediations in languages other than English shall be made available to persons requesting such services subject to the County's ability to provide such services. In the event that the County is unable to provide such services, parties who do not speak or are not comfortable with English must provide their own translators. To participate in Mediation proceedings, the translators will be required to take an oath that they are fluent in both English and the relevant foreign language and that they will fully and to the best of their ability translate the proceedings.
- (d) Failure to comply with the notice provisions described in this Chapter shall render any rental increase notice invalid and unenforceable. The failure to comply with the notice provisions will be cured only after the proper written notice of Tenant's Rights, along with a new rental increase notice, has been properly served on the tenant.

Section: 5.95.090 Severability.

The provisions of this Chapter are declared to be severable. If for any reason, any section, paragraph, clause, or phrase of this Chapter or the application thereof to any person, entity, or circumstance is held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, clauses or phrases.

ORDINANCE NO. _____
ORDINANCE OF THE MARIN COUNTY BOARD OF SUPERVISORS
ADDING COUNTY OF MARIN CODE OF ORDINANCES CHAPTER 5.100,
REQUIRING CAUSE TO TERMINATE A RESIDENTIAL TENANCY

SECTION I: LEGISLATIVE FINDINGS

WHEREAS, over 67,000 people permanently reside in the unincorporated area within Marin County, which population is projected to grow by approximately 10,000 additional residents by 2040, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015-2023; and

WHEREAS, over thirty percent of the 26,000 households that reside in unincorporated Marin rent their homes, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015-2023; and

WHEREAS, it is estimated that over 2,000 households residing in unincorporated Marin have extremely low incomes, which is defined as earning approximately thirty percent of the area median income, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015-2023; and

WHEREAS, approximately fifty-six percent of renters in 2010 were estimated to be overpaying for rental housing, which is defined as paying more than thirty percent of household income as rent, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015-2023; and

WHEREAS, between 2001 and 2013 home values increased significantly more than area incomes, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015-2023; and

WHEREAS, between 2004 and 2013 rental prices increased approximately thirteen percent, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015-2023; and

WHEREAS, there is a shortage of rental housing, including multi-family, single-family, second units, and Single Room Occupancy (SRO) units, as identified in Section II: Housing Needs Analysis of the Marin County Housing Element 2015-2023; and

WHEREAS, increasing rental prices combined with the constrained supply of rental housing in the County can result in displacement of County residents beyond the County and region if a household's tenancy is terminated without a cause, with impacts particularly affecting low- and moderate-income households; and

WHEREAS, a 2018 research project by the California Housing Partnership and U.C. Berkeley's Urban Displacement Project regarding Rising Housing Costs and Re-segregation showed that displaced households experienced greater housing costs after displacement, whether they moved within their county of origin, to a new county in the Bay Area, within the region, or out of state;¹ and

WHEREAS, the County's Rental Housing Survey released in 2015 received more than 800 tenant responses, and found that 372 (45 percent) were concerned with insecurity and instability of their rental home, and 59 percent of all respondents were worried about rent increases and/or evictions; and

WHEREAS, 1,296 unlawful detainer actions were filed in Marin County between 2014 and 2016, which indicates over 400 unlawful detainer actions may be filed each year;² and

WHEREAS, unlawful detainer actions filed with the courts do not account for the terminations of tenancy, notices to quit, and other actions that can result in the displacement of County residents generally, and which particularly impact members of protected classes in Marin County; and

WHEREAS, for the past approximately three years, the Board of Supervisors has been considering a slate of policy options to preserve housing affordability and prevent displacement, and has taken action to implement several measures in furtherance of these goals based in part on recommendations from an ad hoc Affordable Housing Subcommittee of the Board; and

WHEREAS, the Board of Supervisors discussed just cause for eviction policies during seven workshops, held in October and December 2015, February 2016, August and December 2017, and in June and September 2018; and

WHEREAS, the Community Advisory Group and Steering Committee for the County's ongoing Assessment of Fair Housing identified just cause for eviction policies as one priority recommendation to promote fair housing after extensive community engagement process reaching over 1,400 people from all areas of the County; and

WHEREAS, just cause for eviction policies continue to allow landlords to terminate tenancies and evict tenants based on a tenant's failure to pay rent or illegal activities, a landlord's desire to withdraw the property from the rental market, and other specified reasons, while providing tenants with more stability and security; and

¹ Zuk, M., & Chapple, K. (2018). Urban Displacement Project. Retrieved from <http://www.urbandisplacement.org/research#section-132>. Published research only for San Francisco, Alameda, and Contra-Costa Counties, but presented at Non-Profit Housing Conference applied to Bay Area generally.

² Research from Anti-Eviction Mapping Projection and Tenants Together (May 2018). Retrieved from <https://www.antievictionmap.com/evictions#/unlawful-detainer-evictions-california-20142016>.

WHEREAS, just cause for eviction policies advance fair housing policy by: increasing transparency and reducing the chance that a termination of tenancy or eviction is motivated by unlawful discrimination or retaliation; specifically protecting existing tenants who are statistically more likely to be members of protected classes than homeowners in Marin County due to historical housing policies; and

WHEREAS, on September 11, 2018, the Board of Supervisors held a workshop and received public testimony on Just Cause for Eviction policies and directed staff to develop a Just Cause Ordinance, with further direction from the Affordable Housing Subcommittee of the Board; and

WHEREAS, the Board of Supervisors has identified six specific causes for which a tenancy may be terminated that balance the needs of property owners, market conditions, and protections for the renter population in the unincorporated area of the County; and

WHEREAS, the Board of Supervisors conducted duly and properly noticed public hearings on December 4 and December 18, 2018 regarding an ordinance requiring cause to terminate a residential tenancy; and

WHEREAS, the Board of Supervisors finds and determines that regulating the reasons for terminating a tenancy between certain residential landlords and residential tenants will increase certainty and fairness within the residential rental market in the County and thereby serve the public peace, health, safety, and public welfare; and

WHEREAS, Chapter 5.100 is adopted and added to the County of Marin Code of Ordinances pursuant to the County's police powers, afforded by the state constitution and state law, to protect the health, safety, and welfare of the public.

SECTION II: ACTION

The Marin County Board of Supervisors ordains as follows: Ordinance No. [] is hereby adopted and Chapter 5.100 Requiring Cause to Terminate a Residential Tenancy shall be codified in the Marin County Code of Ordinances in the form attached as Exhibit "A" to Marin County Ordinance No. [].

SECTION III: CEQA DETERMINATION

The Board of Supervisors finds that adoption of this Ordinance is exempt from the California Environmental Quality Act ("CEQA") pursuant to section 15061(b)(3) of the State CEQA Guidelines because it can be seen with certainty that there is no possibility that the adoption of this Ordinance may have a significant effect on the environment, in that this ordinance applies residential tenant protection measures to existing residential units in unincorporated areas of Marin County, which is solely an administrative process resulting in no physical changes to the environment. Accordingly, this ordinance contains

no provisions modifying the physical design, development, or construction of residences or nonresidential structures.

SECTION IV: SEVERABILITY

Every section, paragraph, clause, and phrase of this Ordinance is hereby declared to be severable. If for any reason, any section, paragraph, clause, or phrase is held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, clauses or phrases.

SECTION V: EFFECTIVE DATE AND PUBLICATION

This Ordinance shall be and is hereby declared to be in full force and effect as of thirty (30) days from and after the date of its passage and shall be published once before the expiration of fifteen (15) days after its passage, with the names of the Supervisors voting for and against the same, in the Marin Independent Journal, a newspaper of general circulation published in the County of Marin.

SECTION VI: VOTE

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin, State of California, on this ___ day of _____ 2018 by the following vote:

AYES: SUPERVISORS

NOES:

ABSENT:

DAMON CONNOLLY, PRESIDENT
MARIN COUNTY BOARD OF SUPERVISORS

ATTEST:

Matthew H. Hymel
Clerk of the Board of Supervisors

EXHIBIT "A" TO MARIN COUNTY ORDINANCE NO. []

Marin County Code of Ordinances Chapter 5.100

Requiring Cause to Terminate a Residential Tenancy

Section: 5.100.010 Purpose and intent.

- (a) It is the purpose and intent of this Chapter to increase certainty and fairness in the residential rental market within unincorporated Marin County in order to promote the health, safety, and general welfare of residents and property owners within the County. This Chapter regulates the reason(s) for and defines certain minimum term(s) under which certain residential tenancies may be terminated by Landlords of rental Dwelling Units located within unincorporated Marin County.
- (b) The CDA Director has the authority to issue interpretations of and regulations to implement this Chapter, including the publication of form notices and other documents. All forms and notices called for to facilitate the administration and implementation of this Chapter shall be adopted by the CDA Director, with approval by the County Counsel, and included in the Guidelines.

Section: 5.100.020 Applicability.

- (a) General Application. Except as provided in Section 5.100.020(b) below, the provisions of this Chapter 5.100 shall apply to all properties in unincorporated Marin County that contain at least three: (1) Dwelling Units which contain a separate bathroom, kitchen, and living area in a multifamily or multipurpose dwelling; (2) Dwelling Units in Single Room Occupancy residential structures; or (3) units in a structure that is being used for residential uses whether or not the residential use is a conforming use permitted under the Marin County Code of Ordinances, which is hired, rented, or leased to a household within the meaning of California Civil Code section 1940. This definition applies to any dwelling space that is actually used for residential purposes, including live-work spaces, whether or not the residential use is legally permitted.
- (b) Exceptions. Notwithstanding anything to the contrary above, the provisions of this Chapter 5.100 shall not apply to the following types of Dwelling Units:
 - (1) Any Dwelling Unit for which one of the following is true: (A) the Dwelling Unit is owned or operated by any government agency; or (B) the Rent is directly subsidized by a government agency such that the Tenant's portion of the Rent does not exceed 30% of household income; or
 - (2) Any Dwelling Unit located in a development where no fewer than forty-nine percent (49%) of the Dwelling Units are subject to legally binding restrictions

enforceable against and/or governing such units that limit the Rent to no more than an affordable rent, as such term is defined in California Health & Safety Code Section 50053; or

- (3) Any residential accessory dwelling unit or junior accessory dwelling unit, each as defined in Marin County Development Code Chapter 22.56; or
- (4) Any Dwelling Unit occupied by a Tenant employed by the Landlord for the purpose of managing the property.

Section: 5.100.030 Definitions.

For the purpose of this Chapter, the following words and phrases shall mean:

- (a) "County" means the County of Marin.
- (b) "CDA Director" means the County of Marin Community Development Agency Director or his or her designee unless otherwise specified.
- (c) "Dwelling Unit" means a structure or the part of a structure that is used as a home, residence, or sleeping place by one person who maintains a household or by two or more persons who maintain a common household as defined in California Civil Code section 1940 and the Marin County Code.
- (d) "For Cause" termination has the meaning provided in subsection (b) of Section 5.100.040.
- (e) "Guidelines" means any written regulations for the administration and implementation of this Chapter adopted by the CDA Director.
- (f) "Landlord" means an owner, lessor, or sublessor who receives or is entitled to receive Rent for the use and occupancy of any Dwelling Unit or portion thereof.
- (g) "No Fault" termination has the meaning provided in subsection (c) of Section 5.100.040.
- (h) "Notice of Termination" means a written notice that includes all of the components identified in Section 5.100.050.
- (i) "Primary Residence" means a Dwelling Unit that an owner occupies as a primary residence, as evidenced by the Dwelling Unit qualifying for a homeowner's property tax exemption.
- (j) "Rent" means the consideration, including any funds, labor, bonus, benefit, or gratuity, demanded or received by a Landlord for or in connection with the use and occupancy of a Dwelling Unit and the Housing Services provided therewith, or for the assignment of a rental agreement for a Dwelling Unit.

- (k) "Tenant" means a person entitled by written or oral agreement, or by sufferance, to the use or occupancy of a Dwelling Unit.
- (l) "Tenant Household" means all Tenant(s) who occupy any individual Dwelling Unit, and each minor child, dependent, spouse or registered domestic partner of any Tenant whose primary residence is the Dwelling Unit.

Section: 5.100.040 Cause required to terminate tenancy.

- (a) Prerequisites to terminate. No Landlord may terminate a residential tenancy of a Dwelling Unit unless the Landlord can demonstrate:
 - (1) the Landlord possesses a valid Business License in accordance with Chapter 5.54 of the County Code; and
 - (2) the Landlord has previously provided the Tenant with the Notice of Tenant Rights as required by County Code Section 5.95.080, or can otherwise demonstrate timely, good faith substantial compliance with the noticing requirements listed herein; and
 - (3) the Landlord served a Notice of Termination to the Tenant, in the form required by County Code Section 5.100.050, and that the Landlord delivered a true and accurate copy of the Notice of Termination to the CDA Director within ten (10) calendar days of delivery to the Tenant(s); and
 - (4) the Landlord has not accepted and will not accept rent or any other consideration in return for the continued use of the Dwelling Unit beyond the term of the terminated tenancy in compliance with California Civil Code sections 1945, 1946, and 1946.1; and
 - (5) the termination qualifies as a For Cause or No Fault termination, as defined in this Section; and
 - (6) for all Notices of Termination served to the Tenant after June 1, 2019, the Landlord must have registered the Dwelling Unit in accordance with Section 5.100.080 of this Chapter; and
 - (7) the Landlord has complied with the requirements listed in Section 5.100.090 of this Chapter.
- (b) For Cause Terminations. If a Landlord can show any of the following circumstances with respect to a termination of tenancy, the termination will qualify as "For Cause." Nothing in this section shall abrogate the protections afforded to survivors of violence consistent with the California Code of Civil Procedure Section 1161.3, as amended, and the Violence Against Women Act, Public Law 102-322, as amended.

- (1) Failure to Pay Rent. Tenant failed to pay Rent within three days of receiving written notice from the Landlord demanding payment as provided in subsection 2 of California Code of Civil Procedure section 1161.
- (2) Breach of Rental Contract. Tenant violated a material term of the rental agreement as provided in subsection 3 of California Code of Civil Procedure section 1161.
- (3) Tenant Illegal Activities. Tenant has been convicted for using the Dwelling Unit for an illegal purpose as provided in subsection 4 of California Code of Civil Procedure section 1161, including but not limited to the unlawful distribution of a controlled substance as contemplated by California Civil Code section 3486, the unlawful use, manufacture, or possession of weapons and ammunition as contemplated by California Civil Code section 3485, or for of a serious crime or violent felony as defined by applicable law, which occurred during the tenancy and within 1,000 feet of the Dwelling Unit. For purposes of this subsection, Tenant Household, after receiving a written notice, may cure the violation by removing, and demonstrating such removal, of the offending Tenant.
- (4) Threat of Violent Crime. Any statement made by a Tenant, or at his or her request, by his or her agent to any person who is on the property that includes the unit or to the Landlord, or his or her agent, threatening the commission of a crime which will result in death or great bodily injury to another person, with the specific intent that the statement is to be taken as a threat, even if there is no intent of actually carrying it out, when on its face and under the circumstances in which it is made, it is so unequivocal, immediate and specific as to convey to the person threatened, a gravity of purpose and an immediate prospect of execution of the threat, and thereby causes that person reasonably to be in sustained fear for his or her own safety or for his or her immediate family's safety.
- (5) Nuisance Behavior. The Tenant, after written notice to cease and the passage of a reasonable period of time to abate or cure, continues to be so disorderly or to cause such a nuisance as to destroy the peace, quiet, comfort, or safety of the Landlord or other Tenants of the structure or rental complex containing the Dwelling Unit. Such nuisance or disorderly conduct includes violations of state and federal criminal law that destroy the peace, quiet, comfort, or safety of the Landlord or other Tenants of the structure or rental complex containing the Dwelling Unit, or the creation or maintenance of a dangerous or unsanitary condition in violation of applicable local, state, and Federal law, and may be further defined in the regulations adopted by the Community Development Director.

- (6) Notwithstanding the limitations of California Code of Civil Procedure Section 1161.3, as amended, act or acts constituting domestic violence or sexual assault or stalking against the Tenant or a member of Tenant's household cannot form the substantial basis of a For Cause reason to terminate the tenancy of the victim of such acts. A member of a Tenant household may raise such facts as an affirmative defense to an action terminating the tenancy.
- (c) No Fault Terminations. If a Landlord can show any of the following circumstances with respect to a termination of tenancy, the termination will qualify as "No Fault."
- (1) Landlord Will Permanently Remove Unit from Rental Market. Landlord will imminently demolish the Dwelling Unit or otherwise permanently remove the Dwelling Unit from any residential rental use or purpose, in accordance with California Government Code sections 7060 – 7060.7.
- (2) Landlord Will Move in to Dwelling Unit. Landlord, or one of Landlord's parents or children, intends to move into and reside in the Dwelling Unit as his, her, or their Primary Residence. The Dwelling Unit must be occupied as the Primary Residence within three months of the Tenant household vacating the Dwelling Unit, and the Dwelling Unit must continue to be occupied as the Primary Residence for at least one year.
- (3) Substantial Rehabilitation for Health and Safety. Landlord has obtained permits to undertake substantial repairs to the Dwelling Unit that cannot be completed while the Dwelling Unit is occupied. To qualify, such substantial repairs must be for the primary purpose of bringing the Dwelling Unit into compliance with applicable health and safety codes.
- (d) Buy-Out Agreements. Nothing in this Chapter shall expand or limit a Landlord and Tenant's ability to negotiate or agree to end a tenancy voluntarily in exchange for money or other consideration.

Section: 5.100.050 Notice of Termination.

- (a) Contents of Notice of Termination. In addition to any information required by state or federal law, each Notice of Termination subject to this Chapter must include the following information.
- (1) The name and address of the Landlord where the Landlord will accept service of process; and
- (2) The location of the Dwelling Unit; and

- (3) The total length of the notice prior to termination of tenancy (expressed as number of days from delivery of notice until the anticipated final date of tenancy); and
 - (4) The intended final date of occupancy under the tenancy; and
 - (5) The monthly Rent applicable to the tenancy upon delivery of the Notice, and, if applicable, the date on which the final monthly Rent is due; and
 - (6) The beginning date of the tenancy and monthly Rent applicable at that time; and
 - (7) One applicable cause for which the tenancy will be terminated, in accordance with Section 5.100.040.
- (b) Language of Notice of Termination. If the Tenant's rental agreement was negotiated in a language other than English, then the Landlord is obligated to provide an accurate translation of the Notice of Termination in the language in which the rental agreement was negotiated.
- (c) Delivery of Notice. Each Notice of Termination must be delivered to the Tenant Household in accordance with Civil Code sections 1946 and 1946.1, as applicable.
- (d) Copy of Notice to County. Landlords must provide a copy of the Notice of Termination to the Community Development Agency within ten days of delivery to the Tenant(s). In the event that the Landlord has identified a breach of a rental contract as a cause for the Termination as provided in Section 5.100.040(b)(2), the Landlord must attach a copy of the applicable rental agreement or contract to the Notice of Termination when submitting the Notice of Termination to the County. Notices of Termination may be submitted via the County's website for such Notices or as otherwise specified in the Guidelines.

Section: 5.100.060 Extended notice for certain No Fault terminations.

Each Tenant household whose tenancy is terminated pursuant to subsection (c)(1) of Section 5.100.040 (Landlord will permanently remove unit from rental market) must receive notice of the termination at least one hundred twenty (120) days prior to the intended final date of occupancy under the tenancy.

Section: 5.100.070 Civil remedies.

- (a) Affirmative Defense. A Landlord's failure to comply with this Chapter, including but not limited to the identification of an applicable cause for termination described in Section 5.100.040 and delivery of a completed Notice of Termination in accordance with Section 5.100.050, shall be an affirmative defense to an unlawful detainer action by Landlord.

- (b) Civil Liability. Whenever a Landlord attempts to prevent a tenant from acquiring any rights under this chapter, retaliates against a Tenant or Tenant Household for the exercise of any rights under this chapter, or engages in activities prohibited under this chapter, the Tenant, Tenant Household, or the County may institute a civil proceeding for money damages or injunctive relief, or both. This section creates a private right of action to enforce all terms, rights, and obligations under this chapter. Whoever is found to have violated this chapter shall be subject to appropriate injunctive relief and shall be liable for damages, costs and reasonable attorneys' fees, and whatever other relief the court deems appropriate. In the case of an award of damages, said award may be trebled if the trier of fact finds that the Landlord acted in knowing violation, reckless disregard, or otherwise willfully failed to comply with this chapter.
- (c) Authorization of County to Enforce the Ordinance. The County shall have the right and authority, but not the obligation, to enforce provisions of this chapter to bring actions for injunctive relief on behalf of the County or on behalf of Tenants or Tenant Households seeking compliance by Landlords with this chapter or through administrative remedy or citation.
- (d) Civil Action to Determine Liability. Any Tenant may bring a civil action to determine the applicability of this chapter to the tenancy.
- (e) Other Private Rights of Action. Nothing herein shall be deemed to interfere with the right of a Landlord to file an action against a Tenant or non-Tenant third party for the damage done to said Landlord's property. Nothing herein is intended to limit the damages recoverable by any party through a private action.

Section: 5.100.080 Rental Dwelling Unit registry.

No later than June 1, 2019, and on or before January 1 of each year thereafter, each person or entity seeking to Rent or lease one or more Dwelling Units on properties that are subject to the provisions of this Chapter to a residential Tenant must register their unit(s), using forms provided by the County. Each addition to the registry must include, at a minimum, the following information provided under penalty of perjury and certified to be true as of November 1 of the preceding year:

- (a) the name, address, and phone number of the person(s) that own the Dwelling Unit to be rented, if other than a natural person then the name of the entity and the name and address of the designated agent for service of process; and
- (b) the address of each Dwelling Unit for rent or lease; and
- (c) the number of bedrooms in each Dwelling Unit for rent or lease; and

- (d) the amount and date of the monthly Rent received for each Dwelling Unit, identifying whether the monthly Rent includes specified utilities (water/sewer, refuse/recycle, natural gas, electricity, etc.); and
- (e) the occupancy status of each Dwelling Unit (e.g. vacant or occupied); and
- (f) the address of all other Dwelling Units owned in the County; and
- (g) the Business License number applicable to each above-referenced Dwelling Unit in accordance with Chapter 5.54 of the County Code.

Section: 5.100.090 Compliance with other local regulations

In addition to the requirements of this Chapter, properties subject to the provisions of this Chapter shall also comply with all other applicable regulations, including but not necessarily limited to maintaining a valid business license and a valid Permit to Operate from Marin County Environmental Health Services Division.

Section: 5.100.100 Severability.

The provisions of this Chapter are declared to be severable. If for any reason, any section, paragraph, clause, or phrase of this Chapter or the application thereof to any person, entity, or circumstance is held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, clauses or phrases.

Section: 5.100.110 Ordinance review.

This Chapter shall be reviewed by the Board of Supervisors no later than January 18, 2021, at which time the Board of Supervisors may consider revisions to this Chapter.



SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: City Manager's Office

Prepared by: Cory Bytof,
Sustainability & Volunteer Program Coordinator

City Manager Approval: _____

A handwritten signature in black ink, appearing to be 'AS', written over a horizontal line.

TOPIC: CLIMATE CHANGE ACTION PLAN ADOPTION AND GREENHOUSE GAS EMISSIONS REPORT

SUBJECTS:

1. RESOLUTION ADOPTING ADDENDUM NO. 4 TO GENERAL PLAN 2020 ENVIRONMENTAL IMPACT REPORT
2. RESOLUTION ADOPTING NEW CLIMATE CHANGE ACTION PLAN 2030
3. SAN RAFAEL GREENHOUSE GAS INVENTORY REPORT
4. 2019-2020 TWO-YEAR WORK PLAN PRIORITIES REPORT

RECOMMENDATIONS:

1. Adopt a resolution adopting Addendum No. 4 to the General Plan 2020 Environmental Impact Report.
2. Adopt a resolution adopting San Rafael's new Climate Change Action Plan 2030.
3. Accept the Greenhouse Gas Inventory and Reduction Strategy Annual Report for 2016.
4. Accept the 2019-2020 Two-Year Work Plan Priorities Report.

EXECUTIVE SUMMARY:

San Rafael's current Climate Change Action Plan (CCAP) was adopted in 2009 and contains 48 actions or "measures" meant to reduce greenhouse gas (GHG) emissions 25% below 2005 levels by 2020. Forty of those measures have either been completed, are in progress, or have become ongoing in nature. In 2016, the State of California adopted new targets for GHG emissions reductions of 40% below 1990 levels by 2030. In 2017, Councilmember Kate Colin and the City Manager's Office convened a community Working Group to revise the current CCAP to meet these new 2030 targets.

The final draft Climate Change Action Plan 2030 (CCAP 2030) identifies a set of activities that, if successfully implemented, would meet and potentially exceed the 2030 goal and reduce emissions through low-carbon transportation, energy efficiency, renewable energy, waste reduction, and water conservation, and sequestration. The CCAP 2030 also contains measures to help San Rafael adapt to a changing climate.

FOR CITY CLERK ONLY

File No.:

Council Meeting:

Disposition:

SAN RAFAEL CITY COUNCIL AGENDA REPORT / Page: 2

Similar to the current Climate Change Action Plan, CCAP 2030 has been prepared as a plan to reduce GHG emissions pursuant to CEQA Guideline 15183.5. This means that a qualifying development project will be able to continue to streamline their greenhouse gas analyses required by CEQA. In order to conduct the necessary environmental review of CCAP 2030, the City has prepared an addendum to the Environmental Impact Report for the current General Plan.

The Greenhouse Gas Inventory for 2016 shows an overall emissions reduction of approximately 18% since 2005. With continued effort, and if reductions continue at the current rate, the City will hopefully be able to accomplish its interim goal of a 25% reduction in GHG emissions by 2020. The City Manager's Office, in conjunction with Councilmember Colin, received extensive community input and developed a two-year priorities work plan (Attachment G) for early implementation of the new CCAP 2030. This work plan takes the place of the annual priorities document, acknowledging that most items in the work plan span multiple years.

BACKGROUND:

Climate change continues to be one of the most significant issues of our time. 2018 was the fourth warmest year since 1880, and the last five years are the warmest years on modern record. Meanwhile, 2018 was the hottest year on record for the world's oceans – a significant fact since warmer oceans affect weather patterns, cause more powerful tropical storms, and impact sea life. Warmer oceans are also one of the main causes of rising sea levels. Human-induced climate change has doubled the area affected by forest fires in the Western U.S. over the last 30 years. Other significant impacts due to climate change include major humanitarian crises as mass migration and conflicts over scarce resources occur.

Financially, the World Economic Forum issued a report contending that environmental threats due to extreme weather, natural disasters, and failure to mitigate climate change are the biggest risks to the global economy. Locally, the BayWAVE report on Marin's sea level rise vulnerability shows that billions of dollars of private property and public infrastructure are threatened, with 12,000 structures and over 13,500 acres of land at risk in worst-case projections. Greenhouse gas reduction strategies are aimed at reducing the emissions that cause climate change in an effort to keep the climate from warming 2° Celsius above preindustrial times, which is what scientists say needs to happen in order to stave off the worst effects of climate change. To date, the planet has warmed 1° Celsius.

State Emissions Reduction Targets

The State of California has 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 requires the state to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020. The AB 32 Scoping Plan was developed to identify strategies for meeting the AB 32 goal and was adopted by the California Air Resources Board in December 2008. Among many other strategies, it encourages local governments to reduce emissions in their jurisdictions by 15 percent below 2005 baseline levels by 2020, and proposed longer-term goals established by Executive Order S-3-05 to reduce emissions 80 percent below 1990 levels by 2050. In 2016, the State Legislature passed SB 32, which set interim targets of 40% reductions below 1990 levels by 2030.

1. San Rafael's Climate Change Action Plan

The first Climate Change Action Plan (CCAP) was developed by a 17-member Green Ribbon Committee in 2008 and adopted by the City Council in 2009. It contained 48 measures – or actions – aimed at reducing community-wide and municipal greenhouse gas emissions such as carbon

dioxide, methane, and refrigerants. These measures included items such as opting in to MCE Clean Energy, approving Property Assessed Clean Energy financing for building upgrades for energy efficiency, and adopting a construction demolition and debris recycling ordinance among others. To date 40 of the 48 measures are either complete, in progress, or have been moved to an ongoing status.

In 2011, the City adopted a new Sustainability Element of the San Rafael General Plan and incorporated the CCAP measures into the General Plan. A GHG Emissions Reduction Strategy was also prepared to provide technical support to the Sustainability Element and adopted CCAP. The strategy was included as a technical appendix (Appendix E) to the adopted CCAP to meet the BAAQMD requirements for a Qualified GHG Emissions Reduction Strategy.

In late 2017, Sustainability Liaison to the City Council Kate Colin and the City Manager's Office convened a 20-member community Working Group to update the current CCAP to meet the new 2030 State targets. The Working Group developed the greenhouse gas reduction measures/activities with the assistance of 19 local subject matter experts. A CCAP survey was developed as part of the effort and over 350 San Rafael residents and business representatives gave input on the Plan. The Draft CCAP 2030 was brought to Council on October 15, 2018. The Planning Commission reviewed the Draft CCAP on February 26, 2019 and offered supportive comments and suggestions mainly focused on the need for increased community engagement.

2. Environmental Review

The 2009 Climate Change Action Plan (CCAP) was developed as a "strategy for reducing greenhouse gas emissions" in 2011 pursuant to CEQA Guidelines Section 15183.5 and the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. This provided the City with a valuable streamlining tool for reviewing new development and building projects. It allows certain applicants to demonstrate that they comply with greenhouse gas reduction strategy measures through utilization of a compliance checklist, saving time and cost for contractors and staff, while ensuring that GHG emissions reduction activities are included in projects.

A strategy for reducing greenhouse gas emissions requires a quantified analysis of GHG emissions reductions for measures in the CCAP as well as ongoing monitoring and reporting. When the CCAP was incorporated into the General Plan 2020 in 2011, environmental review was conducted via an addendum to the General Plan's Environmental Impact Report.

3. Greenhouse Gas Inventory Reports

In order to monitor progress on meeting its GHG reduction goals, the City annually conducts community-wide GHG emissions inventories and prepares a report identifying changes in emissions from various sectors and sources and the activities the City has undertaken to reduce emissions. The last community-wide emissions inventory was conducted for 2015 emissions and presented to the City Council on March 19, 2018. At that time the City's community-wide emissions reductions were 16% below a baseline of 2005.

Every five years the City conducts a greenhouse gas inventory for municipal operations and facilities. The last greenhouse gas inventory and analysis to include municipal operations was done for the 2010 calendar year and compared emissions to the 2005 baseline. Emissions from the City's municipal facilities and operations were 19% below 2005 levels in 2010.

Greenhouse gas inventories are conducted by the Marin Climate and Energy Partnership (MCEP) of which the City has been a member since its inception in 2008. MCEP is a staff working group that utilizes small contributions by each member jurisdiction to secure grant and other funding to

help jurisdictions create and implement climate action plans and to conduct greenhouse gas inventories for each. Consequently, small contributions can go a long way and cities and the County can work together to find economies of scale and achieve goals efficiently. Inventories and reports are conducted by MCEP's Sustainability Coordinator Christine O' Rourke in conjunction with City staff, eliminating the need for outside consultants to help do the work.

4. 2019-2020 Two-Year CCAP 2030 Work Plan Priorities

The City Council's Sustainability Liaison provides guidance and support to the City's sustainability programs and activities by helping set agendas for community meetings and reviewing and setting priorities for work projects. As Sustainability Liaison, Councilmember Colin meets quarterly with primary staff involved with implementing the CCAP as well as the president of Sustainable San Rafael, with occasional additional meetings as needed to address specific initiatives of high importance. The Liaison also chairs the quarterly public CCAP implementation forums comprised of staff and interested members of the community, although other Councilmembers fill in when she is not available. The Liaison's role is critical in helping staff prioritize requests from the public and in shaping projects and programs for City Council action.

Each year staff works with the City Manager's office to identify key priorities taken from our Climate Change Action Plan to be implemented during the year. These are reviewed with our City Council Sustainability Liaison and at our Climate Change Action Plan quarterly community forum for review before finalizing and bringing to Council. This establishes a work plan for staff so that we can be efficient with City resources and not get sidetracked by other activities.

ANALYSIS:

1. New Climate Change Action Plan 2030

As stated above, Councilmember Colin and the City Manager's Office convened a community Working Group in summer 2017 to update the current CCAP to meet the new 2030 State targets. The Working Group developed 54 greenhouse gas reduction measures/activities with the assistance of local subject matter experts. The attached Final Draft CCAP 2030 incorporates measures to meet the 2030 targets while continuing the ongoing activities from the original CCAP, such as implementing green building ordinances and improving our bicycle and pedestrian infrastructure. The Final Draft also incorporates comments and suggestions from the October 15, 2018 City Council meeting and from the Bay Area Air Quality Management District (BAAQMD).

It became apparent in Working Group deliberations that the City will need to increase collaborative efforts with utilities, other agencies, business representatives, residents, and nonprofit partners if we hope to achieve success. Community engagement was key in developing the GHG reduction measures and formulating the CCAP 2030 but will be even more important in implementing it. The City only has direct control of its facilities and operations, which contribute less than 1% to the overall community-wide GHG emissions. However, the City has opportunities to encourage, incentivize, regulate, and promote sustainable programs and behavior, and can be a model for the community by showing leadership and taking action at the municipal level.

Toward that end, staff has been working to publish the CCAP 2030 as an online engagement tool rather than simply a document so that each visitor that views the plan can see their role in our community's emissions and be directed to actions and opportunities to contribute toward their reduction. In addition, several other Marin County municipalities will be using San Rafael's CCAP 2030 as a template for their climate action plans, and several have indicated their desire to utilize our online platform as well. Co-branding and using the same messages across the County will be a valuable tool for our engagement efforts.

SAN RAFAEL CITY COUNCIL AGENDA REPORT / Page: 5

In addition to robust community engagement, the Working Group identified a few other overall priorities for development and implementation of the measures. First, it is important to view all of them through the lens of Economy and Social Equity so that measures and programs benefit all and avoid unintended negative consequences as much as possible. The City will need to engage stakeholders in our under-represented and disadvantaged communities as well as our local business community so efforts to lower our carbon footprint ensure a strong, diverse local economy. In addition, it will be important to find co-benefits such as improved comfort, health, and cost-savings since most people do not make lifestyle or purchasing choices based on the impact of their decisions on the climate.

There are eight major sections in the CCAP 2030. Below is a table listing those sections and the corresponding emissions reductions. Three show no specific reductions because they support measures in other sections (e.g., Community Engagement) or the reductions cannot be quantified for use in our standard GHG inventory and reporting (e.g., Sequestration and Adaptation). Please note that this table has been updated since the Draft CCAP 2030 was brought to Council on October 15, 2018, to reflect some additions incorporated from public comment and BAAQMD review. Should all measures be accomplished successfully, the City would be on track to reduce emissions 42% below 1990 levels, just above the State targets.

Strategy	GHG Reductions by 2030 (MTCO_{2e})	Percent of Reductions
Low Carbon Transportation	37,030	38%
Energy Efficiency	18,280	19%
Renewable Energy	31,925	33%
Waste Reduction	10,025	10%
Water Conservation	830	1%
Sequestration and Adaptation	n/a	n/a
Community Engagement	n/a	n/a
Implementation and Monitoring	n/a	n/a
Total	98,085	100%

Note: Numbers may not total and percentages may not total to 100% due to rounding.

Attachment C to this report is a proposed resolution for the City Council to adopt the CCAP 2030. The full text of the CCAP 2030 and associated data are included as Attachment D. This also includes the full appendices:

- Appendix A: Program Calculations
- Appendix B: Implementation Matrix
- Appendix C: CCAP 2020 Program Status

Similar to the current Climate Change Action Plan, CCAP 2030 has been prepared as a plan to reduce greenhouse gas emissions pursuant to CEQA Guideline 15183.5. Should the CCAP 2030 be adopted, future project-specific environmental documents may tier from and/or incorporate by reference the CCAP 2030, thereby streamlining the analysis of greenhouse gas emissions impacts for those projects. In San Rafael this is mainly done through our compliance checklist referenced above.

2. General Plan Environmental Impact Report Addendum No. 4

The San Rafael General Plan 2020 Final EIR was prepared in 2004 and certified by the San Rafael City Council on November 15, 2004 by adoption of Resolution No. 11664. Similar to the

current Climate Change Action Plan, an Addendum to the General Plan 2020 EIR has been prepared in order to analyze the environmental impacts of the CCAP 2030. The analysis found only positive environmental impacts would result from implementation of the Climate Change Action Plan 2030 and determined that the plan met both the statewide GHG reduction target of 40% below 1990 levels by 2030 as well as an emissions threshold recommended by the California Air Resources Board 2017 Climate Change Scoping Plan, adjusted for San Rafael, of no more than 2.97 MTCO_{2e} per service population (residents plus employees) by 2030. In order to adopt the CCAP 2030, Council must first adopt a resolution adopting EIR Addendum No. 4, included with the Staff Report as Attachments A and B.

3. Greenhouse Gas Inventory Report

The 2016 Greenhouse Gas Inventory Report (Attachment F) provides the City Council with an overview of community-wide emissions as well as status of City actions accomplished in that same year. The report also fulfills the City's requirement to report annual emissions for the strategy to reduce greenhouse gas emissions. The 2016 report includes an inventory for municipal emissions from City facilities and operations. Emissions factors are not yet available from all of the utilities for 2017 and 2018, and thus there is always a lag period.

As noted, the City of San Rafael partners with the Marin Climate and Energy Partnership (MCEP) for conducting the inventory and developing the report. MCEP publishes all the results on the MCEP website, marinclimate.org, and at MarinTracker.org so that members of our community can easily access the data using an interactive map.

2016 GHG Inventory Report Results

The 2016 Report provides broad category, best-estimate community-wide emissions data for the years 2005-2016 based on publicly available data. This data shows an overall reduction of approximately 18% of community-wide emissions since 2005, including an approximate 2% reduction between 2015 and 2016. The chart below shows where our emissions reductions came from.

	Change in Emissions 2005-2016 (MTCO_{2e})	Percent Change 2005-2016
Residential Energy	-24,462	-27%
Commercial Energy	-24,266	-28%
Transportation	-30,220	-11%
Waste	-2,894	-16%
Off-Road	-1,097	-23%
Water	-1,548	-71%
Wastewater	121	-14%
TOTAL	-84,402	-18%

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The government operations inventory shows an overall reduction of approximately 16% since 2005. The chart below shows where our emissions reductions came from.

Sector	2005 MTCO_{2e}	2016 MTCO_{2e}	Change MTCO_{2e}	% Change
Buildings & Facilities	799	725	-73	-9%
Vehicle Fleet	933	1,079	147	16%
Public Lighting	545	287	-258	-47%
Water Delivery	118	61	-57	-48%
Waste	711	781	70	10%
Employee Commute	1,337	807	-530	-40%
Total	4,442	3,742	-701	-16%

Following are a sampling of programs and policies the City undertook to reduce GHG emissions in 2016:

- Continued design and operation work for SMART rail planning
- Completed additional LED/high-efficiency streetlight and traffic light conversions
- Adopted a new Green Building ordinance, including Tier 1 requirements for new construction
- Hosted electric vehicle ride-and-drive events in downtown San Rafael
- Conducted commercial / multi-family recycling outreach
- Continued development of solar energy systems at Boro Center and Public Works facilities
- Purchased and installed public recycling containers in City facilities & public areas
- Hired a Fellow to assist with Zero Waste efforts in City departments and in the community
- Supported residential and commercial outreach programs such as Resilient Neighborhoods, California Youth Environmental Services' Green House Calls, the Chamber Green Business Committee, the Electric Vehicle Working Group, and Marin School of Environmental Leadership, among others

The City has made significant progress towards implementation of its CCAP and has a strong commitment toward continuing to implement policies and programs. The designation of a City Council Sustainability Liaison and annual adoption of Sustainability Priorities, as well as the Council's decision to have staff dedicated to sustainability, demonstrates that commitment. In addition, City management and staff across all departments have embraced a sustainability ethos and provide staff time and resources toward accomplishing our sustainability goals.

This report shows a community-wide reduction of 18% in eleven years, between 2005-2016. If emissions reductions continue at the current rate, the City could accomplish its interim goal of a 25% reduction in GHG emissions by 2020. However, some of the emissions reductions may be related to economic and other conditions, and changes in these conditions could slow the rate of reductions and require further actions to keep on track. In addition, in order to meet our CCAP targets of 80% reductions by 2050, San Rafael will need to continue to innovate and be at the forefront of local GHG reduction strategies.

4. 2019-2020 TWO-YEAR WORK PLAN PRIORITIES

Each year staff proposes work plan priorities from the CCAP in order to be efficient with City resources and stay focused on key initiatives. These are reviewed with our Sustainability Liaison to the Council and at the quarterly CCAP implementation forums, which are open to the public, as a means of aligning the work plan with other City priorities and with community concerns. This year the consensus was to establish two-year priorities due to the fact that most items span more than one year. This will not preclude annual review by City Council, however, and the intention is to bring status reports on the priorities annually, along with the annual greenhouse gas inventory reports described above.

These priorities include the following:

2019 & 2020 Priorities

GENERAL

Develop CCAP Engagement Platform

Design and develop web platform, including carbon calculator
Develop engagement plan

TRANSPORTATION

Expand EV Charging Network

Install more EV chargers at City facilities
Promote EV charger incentives & technical assistance to community

Implement EV Policies and Programs

Develop streamlined permitting procedures
Promote EV campaigns, programs & incentives

WASTE

Implement Mandatory Recycling

Develop and implement procedures to enforce State laws
Conduct an analysis of a local mandate to supplement State laws
If appropriate, develop and adopt local regulations and implement

ADAPTATION

Plan for Climate Resilience

Seek and secure funding for adaptation planning projects
Assist with the Adaptation Element of the General Plan

ENERGY EFFICIENCY

Increase Building Energy Efficiency

Support County appliance electrification programs
Develop a set of streamlining, technical assistance, and incentive packages to support energy efficiency in the built environment

RENEWABLE ENERGY

Promote Solar and Renewable Energy

Seek out and support solar projects & pilots community-wide
Promote rooftop solar programs and financing
Promote Deep Green and Solar Choice to residents and businesses

ECONOMY & EQUITY

Convene an economic working group

Convene thought leaders, subject matter experts, and local business leaders to explore opportunities to develop a low-carbon economy

The 2019-2020 Two-Year Priorities document is attached as Attachment G. In addition to the priorities outlined in this document, a high-level financial assessment is included for each. These are intended as overview documents for the purposes of describing the financial and co-benefits landscape for each action. A deeper financial analysis will accompany any proposed future actions that are brought to the City Council for consideration. For example, Priority #3, “Encouraging the adoption of electric vehicles,” includes developing an electric vehicle plan for San Rafael. Should a program related to this item require additional funding it will be brought to the City Council for adoption and will include a more robust financial analysis. Similarly, should we need a contract with a third-party consultant to assess the potential for local composting and recycling mandates, staff would bring that forward in the form of a contract complete with financial analysis.

However, many of the actions in the CCAP 2030 will be completed using existing funding sources, grants, or other incentives and funding from utilities and community partners. Fortunately, the State is continually coming out with new programs, mandates, and funding opportunities to assist cities with climate action and adaptation planning and projects.

COMMUNITY OUTREACH:

San Rafael made the commitment to community engagement with our Climate Change Action Plan 2020 when it was adopted in 2009. Since then, the City has hosted quarterly CCAP implementation forums that regularly attract up to thirty community members from various backgrounds. A 20-member Green Ribbon Working Group was assembled for the development of CCAP 2030, which hosted nine meetings with subject matter experts from a variety of sectors around the Bay Area. In addition, staff and the Working Group hosted 9 meetings and circulated a survey that was filled out by over 350 community members, including members of the business community and our typically underrepresented communities. The survey was also translated for Spanish and Vietnamese speakers. Staff gave a presentation on the Draft Climate Change Action Plan 2030 at the [October 15, 2018 City Council meeting](#) and has since circulated the Draft to community members through City email lists, public presentations, and on the City’s website. A presentation was given to the General Plan Steering Committee on November 14, 2018 and to the San Rafael Planning Commission on February 26, 2019. The full list of comments and suggestions can be found in Attachment E.

ENVIRONMENTAL REVIEW

As referenced above, a CEQA analysis of the Climate Change Action Plan 2030 has been prepared as Addendum No. 4 to the General Plan 2020 EIR (Attachment B). The analysis found only positive environmental impacts would result from implementation of the Climate Change Action Plan 2030 and determined that the plan met both the statewide GHG reduction target of 40% below 1990 levels by 2030 as well as an emissions threshold recommended by the California Air Resources Board 2017 Climate Change Scoping Plan, adjusted for San Rafael, of no more than 2.97 MTCO₂e per service population (residents plus employees) by 2030.

FISCAL IMPACT:

There is no direct budget implication of adopting the Climate Change Action Plan, but subsequent implementation of the Plan programs may require that General Fund dollars and staffing be redirected to these efforts, as well as the need to secure grants and other funding from available sources. The City Council will review and approve such subsequent budget allocations as projects get underway.

The majority of the activities included in the Two-Year Priorities (2019-2021) will be funded by grants, etc. The priorities for the first year are included in the proposed fiscal year 2019-2020

budget and total \$5,795. If the priorities in year 2 require funding, staff will bring those forward with the next year's fiscal budget proposal. Included in this report is a high-level costs and benefits assessment for each of the Two-Year Priorities as Attachment G.

RECOMMENDED ACTIONS:

1. Adopt a resolution adopting Addendum No. 4 to the General Plan 2020 Environmental Impact Report. (Note: this must be done first prior to adoption of the new Climate Change Action Plan 2030)
2. Adopt a resolution adopting San Rafael's new Climate Change Action Plan 2030.
3. Accept the Greenhouse Gas Inventory and Reduction Strategy Annual Report for 2016.
4. Accept the 2019-2020 Two-Year Priorities Report.

ATTACHMENTS:

Attachment A: Resolution adopting Addendum No. 4 to General Plan 2020 EIR

Attachment B: Addendum No. 4 to General Plan 2020 EIR

Attachment C: Resolution Adopting Climate Change Action Plan 2030

Attachment D: Climate Change Action Plan 2030 with Appendices

Attachment E: Survey Results and Comments on Draft CCAP 2030

Attachment F: Greenhouse Gas Emissions Reduction Strategy 2016 Annual Report

Attachment G: 2019-2020 Two-Year Sustainability Priorities with Cost / Benefit Assessments

RESOLUTION NO. _____

**RESOLUTION OF THE SAN RAFAEL CITY COUNCIL ADOPTING ADDENDUM
NO. 4 TO THE CERTIFIED SAN RAFAEL GENERAL PLAN 2020 FINAL
ENVIRONMENTAL IMPACT REPORT (FEIR) (SCH# 2003052031), PREPARED FOR
THE SAN RAFAEL CLIMATE CHANGE ACTION PLAN 2030 (CITY FILE #P19-003)**

The City Council of the City of San Rafael finds and determines that:

WHEREAS, on November 15, 2004, the San Rafael City Council adopted Resolution No. 11664, certifying the San Rafael General Plan 2020 Final Environmental Impact Report (General Plan 2020 FEIR). The General Plan 2020 FEIR is comprised of the following:

- Draft EIR prepared by Nichols-Berman Environmental Consultants, February 2004;
- San Rafael General Plan 2020 Background Report prepared by the City of San Rafael, April 2001 and updated August 2003;
- Response to Comments to Draft EIR prepared by Nichols-Berman Environmental Consultants, August 2004; and

WHEREAS, the FEIR assessed the physical environmental impacts caused by implementation of the San Rafael General Plan 2020. The General Plan 2020 FEIR concludes that many of the significant environmental effects can be substantially lessened through adoption of feasible mitigation measures and that some of these effects would remain significant and unavoidable despite the adoption of all feasible mitigation measures. The certification of the General Plan 2020 FEIR was supported by the following findings:

1. The FEIR for the General Plan 2020 has been completed in compliance with CEQA;
2. The FEIR is legally sufficient, not only for approval of General Plan 2020, but for all subsequent actions such as Rezoning, Pre-zonings, Annexations and revisions to the San Rafael Municipal Code and regulations as necessary to implement the provisions of the General Plan 2020;
3. The FEIR reflects the independent judgment of the City of San Rafael and the City Council of the City of San Rafael; and

WHEREAS, subsequent to certifying the General Plan 2020 FEIR, on November 15, 2004, the San Rafael City Council adopted Resolution No. 11665 adopting the San Rafael General Plan 2020. The adoption of the San Rafael General Plan 2020 was supported by CEQA Findings of Fact and a Statement of Overriding Consideration (Appendix C to Resolution 11665) and approval of a Mitigation Monitoring and Reporting Program (MMRP, Appendix B to Resolution 11665); and

WHEREAS, since 2004, the San Rafael General Plan 2020 has been amended numerous times. In processing and adopting subsequent amendments, the City has relied on use of the General Plan 2020 FEIR for environmental review and clearance and has adopted three addenda to that FEIR. In 2009, the City prepared and adopted an Addendum to the General Plan 2020 FEIR (Addendum No. 1), which assessed a

General Plan Amendment to change the Plan-adopted traffic level of service (LOS) standard at the intersection of 3rd and Union Streets; and

WHEREAS, in 2011, the City of San Rafael initiated a General Plan Amendment (GPA11-001) which consisted of 1) amending the Housing Element for 2009-2014, 2) incorporating a new Sustainability Element, 3) amending Conservation Element Policy CON-3, and 4) eliminating the Project Selection Process (PSP). An Addendum to the General Plan 2020 FEIR (Addendum No. 2) encompassed these policies and actions; and

WHEREAS, in 2014, the City of San Rafael initiated a General Plan Amendment (GPA14-001) to update the Housing Element for the 2015-2023 planning period, requiring Addendum No. 3 to the General Plan 2020 FEIR; and

WHEREAS, in 2019, the City of San Rafael initiated an update of the San Rafael Climate Change Action Plan, adopted in 2009, and the Greenhouse Gas Reduction Strategy, adopted in 2011; and

WHEREAS, as required by the California Environmental Quality Act (CEQA) Guidelines, the San Rafael Climate Change Action Plan 2030 (CCAP 2030) is defined as a 'project' and is therefore subject to environmental review. Given the components and scope of this project, it was determined that "tiering" from the General Plan 2020 FEIR is appropriate and consistent with the CEQA Guidelines Section 15152 in that:

1. The project and its environmental topic areas are broadly covered and analyzed in the General Plan 2020 FEIR.
2. The project proposes a Climate Change Action Plan update that is not site-specific or project-specific; it addresses amendments to current policies that are applicable to the entire San Rafael Planning Area. The level of detailed contained in this tier need not be greater than the program, plan or policy being analyzed.

WHEREAS, to further support "tiering" from the General Plan 2020 FEIR, the Initial Study has been prepared utilizing the most current CEQA Guidelines environmental checklist and considered the following factors that constitute the "baseline" for review:

1. None of the components of the project result in any changes to land use assumptions or projections currently presented in the San Rafael General Plan 2020 and analyzed in the General Plan EIR.
2. No changes are proposed to land use designations or their respective density and intensity parameters, nor are any changes proposed to adopted land use designations for individual sites/properties.
3. The project proposes no changes to circulation (transportation/traffic) projections, policies or implementing programs that would result in changes to level of service conditions at intersections or along arterials.
4. The Climate Change Action Plan 2030 is intended to address climate change and presents policies and implementing measures to reduce, among others,

GHG emissions, reliance on non-renewable fossil fuels, vehicle miles traveled, energy consumption, water use and solid waste generation and disposal. While the ultimate, physical implementation of proposed policies, programs and measures on a site-specific or project-specific basis may result in individual impacts on the environment, the current project is at a policy level that is applicable citywide.

WHEREAS, in preparing the Initial Study, the project was reviewed against impacts identified and mitigation measures included in the certified General Plan 2020 FEIR (2004). The purpose of this review was to determine if the project would result in: new significant impacts; an increase in the severity of impacts; or new or expanded mitigation measures from those analyzed and determined in the General Plan EIR; and

WHEREAS, the project and the findings of the Initial Study were assessed to determine whether an Addendum to the EIR, Supplemental EIR or Subsequent EIR would be appropriate to address environmental review for adoption of the San Rafael Climate Change Action Plan 2030 (City File #P19-003). Public Resources Code Section 21166 and CEQA Guidelines Section 15162 set forth limited situations in which a Supplemental EIR or Subsequent EIR is required once an FEIR has been certified. Further, CEQA Guidelines Section 15164 provides for preparation of an Addendum EIR if no Supplemental EIR or Subsequent EIR is required; and

WHEREAS, as demonstrated in the preparation of an Initial Study and comparing the project activities and actions against the impacts identified and mitigation measures included in the General Plan 2020 FEIR, none of the conditions analyzed under the General Plan 2020 FEIR have changed, nor does the proposed project meet the criteria for preparing a Subsequent EIR or Supplemental EIR. Further, the project will not result in one or more significant effects not discussed in the General Plan EIR, nor does the project create substantially more severe significant effects than previously examined in the General Plan EIR. Therefore, the Initial Study supports and recommends an Addendum versus the preparation of a Subsequent EIR or Supplemental EIR and

WHEREAS, on February 22, 2019, Addendum No. 4 to the San Rafael General Plan 2020 FEIR was prepared for the San Rafael Climate Change Action Plan 2030 (City File #P19-003); and

WHEREAS, on May 6, 2019, the City Council reviewed and considered the Addendum No. 4 for the San Rafael Climate Change Action Plan 2030 (City File #P19-003), along with the previously certified General Plan FEIR and all applicable mitigation measures therein; and

WHEREAS, the custodian of documents, which constitute the record of proceedings upon which this decision is based, is the Community Development Department;

NOW, THEREFORE, BE IT RESOLVED, that the City Council adopts the Addendum No. 4 to San Rafael General Plan 2020 FEIR, dated February 22, 2019, for the San Rafael Climate Change Action Plan 2030 (City File #P19-003) based on the following findings, and hereby reaffirms the findings made by the City in adopting Resolution No. 11664 (listed above) certifying the General Plan 2020 FEIR as follows:

1. CEQA Section 21166 and its corresponding CEQA Guidelines Sections 15162 and 15163, provide that once an EIR has been prepared, no subsequent or supplemental EIR shall be required by the lead agency unless: (a) substantial changes are proposed in the project, requiring major revisions in the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (b) substantial changes arise in the circumstances of the project's undertaking, requiring major revisions in the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (c) new information, which was not known and could not have been known at the time the EIR was certified, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline the mitigation measure or alternative.
2. CEQA Guidelines Section 15164(a) provides that a lead agency shall prepare an Addendum to a previously certified FEIR if some changes or additions to the certified EIR are necessary but none of the conditions calling for the preparation of a supplemental EIR have occurred. Based on the analysis and documentation in Addendum No. 4 and the supportive Initial Study environmental checklist prepared for the proposed project, none of the situations described in CEQA Section 21166 and CEQA Guidelines Sections 15162 and 15163 apply here. Based on the results of the supportive Initial Study environmental checklist, the City has concluded that the proposed project would not result in new significant adverse impacts nor an increase in the severity of impacts identified and studied in the certified General Plan 2020 FEIR. None of the conditions requiring a supplemental or subsequent EIR exists and the Addendum has been prepared in compliance with CEQA.
3. The Addendum has been prepared in accordance with CEQA, the CEQA Guidelines, and the provisions of the City of San Rafael Environmental Assessment Procedures Manual.
4. The Addendum has been presented to the City Council, who has reviewed and considered the information in the Addendum and the certified General Plan 2020 FEIR prior to approving the project.
5. The Addendum No. 4 and the certified General Plan 2020 FEIR reflect the City's independent judgment and analysis.

I, LINDSAY LARA, Clerk of the City of San Rafael, hereby certify that the foregoing resolution was adopted at a regular meeting of the City Council on the 6th day of May 2019.

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

LINDSAY LARA, City Clerk

**ADDENDUM (No. 4)
TO SAN RAFAEL GENERAL PLAN 2020
ENVIRONMENTAL IMPACT REPORT
(SCH # 203052031)**

**FOR ADOPTION OF:
San Rafael Climate Change Action Plan 2030
Including updated
Qualified GHG Emissions Reduction Strategy
(City File #P19-003)**

Lead Agency:

City of San Rafael
Community Development Department
1400 Fifth Avenue (P.O. Box 151560)
San Rafael, CA 94915-1560

Contact: Paul A. Jensen, Community Development Director
February 22, 2019

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A. INTRODUCTION

The City of San Rafael is proposing to adopt the San Rafael Climate Change Action Plan 2030 (CCAP 2030), which is an update of the Climate Change Action Plan (adopted in 2009) and the Qualified Greenhouse Gas Reduction Strategy (adopted in 2011). As discussed below in Section C (Project Description), the proposed CCAP 2030 supports and implements the Sustainability Element of the San Rafael General Plan 2020.

The General Plan was adopted in 2004, which followed the certification of the San Rafael General Plan 2020 Environmental Impact Report (General Plan EIR, SCH# 203052031). To address the potential environmental impacts of the proposed adoption of CCAP 2030, an Addendum No. 4 to the certified San Rafael General Plan 2020 EIR (Addendum) has been prepared, which is summarized in this document. The Addendum has been prepared in conformance with the provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15164. As addressed below, the Addendum concludes that the project (the updated CCAP 2030) would not result in any new significant environmental impacts or substantially increase the severity of previously identified significant impacts from those previously identified in the certified General Plan EIR. The components of the project have been reviewed against the impacts and mitigation measures presented in the certified General Plan EIR finding that there would be no change to the impact topic areas of, among others, housing, population and growth, circulation/transportation, air quality, noise, or biological resources. In fact, the updated CCAP 2030 presents policies and implementing measures that would result in reduced if not beneficial long-term and cumulative air quality and greenhouse gas impacts to the community.

B. BACKGROUND

On November 15, 2004, the City Council of the City of San Rafael adopted the San Rafael General Plan 2020 (General Plan). The General Plan is comprised of numerous elements, sections and supportive background data including, among others, the following mandatory elements:

- Land Use Element
- Housing Element
- Circulation Element
- Conservation Element
- Safety Element
- Noise Element
- Open Space Element

The General Plan is available for review at the City's Community Development Department. The General Plan is also available on the City's website, which can be accessed at:

<https://www.cityofsanrafael.org/generalplan-2020/>

In accordance with the California Environmental Quality Act (CEQA) Guidelines, the City of San Rafael prepared an Environmental Impact Report (EIR) to assess the physical environmental impacts of the General Plan, its policies and implementing programs (SCH #2003052031). Prior

to General Plan adoption, a Final EIR was certified (City Council Resolution No. 11664, November 15, 2004). The certified EIR is comprised of the following volumes:

- *San Rafael General Plan 2020 FEIR/Response to Comments to the Draft Environmental Impact Report, August 2004;*
- *San Rafael General Plan 2020 Draft Environmental Impact Report (DEIR), February 2004; and*
- *San Rafael General Plan 2020 Background Report, April 12, 2001/reprinted December 19, 2003*

The certified EIR assesses environmental impacts of the General Plan development projections through 2020 (cumulative). These impacts include, among others, transportation, air quality and noise. The certified EIR serves as a program-level environmental document for subsequent City actions that are deemed consistent with the General Plan. Further, the certified EIR was prepared and deemed legally sufficient to serve as a project-level environmental document for subsequent actions such as rezonings, pre-zonings, annexations and revisions to the San Rafael Municipal Code and regulations, as deemed necessary or recommended to implement the provisions of the General Plan.

The certified EIR is on file and available for review at the City of San Rafael Community Development Department, 1400 5th Avenue, 3rd floor, San Rafael, CA.

Since 2004, the San Rafael General Plan 2020 has been amended numerous times. In processing and adopting many of these subsequent amendments, the City has relied on use of the Plan's certified EIR for environmental review and clearance. In 2009, the City prepared and adopted an Addendum to the certified EIR (Addendum No. 1), which assessed a General Plan amendment to change the Plan- adopted traffic level of service (LOS) standard at the intersection of 3rd Street and Union Street. In 2011, the City prepared and adopted an Addendum to the certified EIR (Addendum No. 2), which assessed a General Plan Amendment for the Housing Element (2009-2014), a New Sustainability Element and Greenhouse Gas (GHG) Reduction Strategy, an amendment to Conservation Element Policy CON-3, as well as the elimination of the Project Selection Process (PSP). In 2014, the City prepared and adopted an Addendum to the certified EIR (Addendum No. 3) which assessed a General Plan Amendment for the 2015-2023 Housing Element Update.

C. PROJECT DESCRIPTION

The City of San Rafael is proposing to adopt the San Rafael Climate Change Action Plan 2030 (City File #P19-003). CCAP 2030 is an update of the San Rafael Climate Change Action Plan adopted in 2009 and the Qualified Greenhouse Gas Reduction Strategy adopted in 2011 as a technical appendix (Appendix E) to the adopted CCAP.

In 2009, the City adopted the San Rafael Climate Change Action Plan 2009 (CCAP). The CCAP was prepared and adopted in response to AB32, the California Global Warming Solutions Act, which established a state goal to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. In 2011, the City adopted a new Sustainability Element of the San Rafael General Plan 2020 to memorialize adopted CCAP measures into the General Plan. The element was not

intended to replace the CCAP; rather, in many ways, the CCAP serves as a subset of the Sustainability Element, as it used as a tool for monitoring GHG emissions and addressing changes resulting from new laws and technologies. A GHG Emissions Reduction Strategy was also prepared to provide technical support to the Sustainability Element and adopted CCAP. The strategy was included as a technical appendix (Appendix E) to the adopted CCAP so as to meet the BAAQMD requirements for a Qualified GHG Emissions Reduction Strategy.

In 2016, the State adopted SB 32 which established a requirement to reduce statewide emissions to 40% below 1990 levels by 2030. As a result, the City has prepared an update of the CCAP to meet the statewide emissions reduction target for 2030. The CCAP 2030 incorporates updated forecasts, reduction targets, and measures that will reduce community-wide emissions to levels that are consistent with statewide goals.

The CCAP 2030 has been prepared as a plan for the reduction of greenhouse gas emissions pursuant to CEQA Guideline 15183.5 which says that such a plan should:

1. Quantify greenhouse gas emissions, both existing and projected over as specified time period, resulting from activities within a defined geographic area;
2. Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emission from activities covered by the plan would not be cumulatively considerable;
3. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
4. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
5. Be adopted in a public process following environmental review.

The CCAP 2030 meets the above requirements and updates the earlier CCAP as follows:

- **GHG emissions inventory.** The CCAP incorporates the findings from the City of San Rafael Community and Government Operations Greenhouse Gas Inventory for 2016, which identifies the major sources and quantities of GHG emissions produced within San Rafael. The inventory utilizes the protocols of the U.S. Reporting of Greenhouse Gas Emissions, version 1.1 (July 2013) to quantify and report community-wide emissions. The CCAP reports that San Rafael community-wide GHG emissions were 473,438 metric tons of CO₂ equivalent (MTCO₂e) in 2005 and 389,036 MTCO₂e in 2016. Reduction targets are based on the 2005 baseline, and future emissions are forecasted from 2016 levels.
- **GHG emission projections through year 2050 (consistent with target dates set by AB 32, SB 32 and Executive Order B-30-15).** The forecasts rely on Association of Bay Area (ABAG) projections of housing, population, and employment growth within the City for 2020, 2030, and 2040, as well as Metropolitan Transportation Commission's (MTC) growth estimates of VMT for San Rafael for those same years. As BAG and MTC have not produced housing, population and employment growth projections for 2050 at this time, the CCAP assumes the same rate of growth for the 2040-2050 period as was forecasted by the regional agencies for the 2030-2040 period. Based on projected growth, annual emissions forecasts under "business as usual" conditions (no application of GHG reduction measures) are estimated to be 404,800 MTCO₂e by 2050 (4.1% increase from 2016 levels).

- GHG reduction targets (consistent with targets set by AB 32, SB 32 and Executive Order B-30-15).** The adopted CCAP targets a 25% reduction in 2005 baseline GHG emissions by 2020, which results in an annual emission target of 355,080 MTCO₂e for 2020. This local target is more aggressive than the state's target, which would be equivalent to a 15% reduction below 2005 baseline emissions. The updated CCAP 2030 sets additional GHG reduction targets commensurate with the State targets to reduce emissions 40% below 1990 levels by 2030 (per SB 32) and 80% below 1990 levels by 2050 (per Executive Order B-30-15). For San Rafael, annual emissions could be no more than 241,455 MTCO₂e in 2030 and 80,485 MTCO₂e in 2050 to meet the state targets.
- Climate Action Measures and Adaptation Measures.** The CCAP 2030 identifies a set of climate action measures designed to achieve the GHG emissions reduction goals for 2020 and 2030 and to put the City on a trajectory to meet the 2050 goal. It also establishes measures to help prepare for the anticipated effects of climate change. Proposed climate action measures were developed to meet the goals established by the City and to achieve or exceed the statewide emission reduction targets. These CAP measures are organized into the following focus areas: Low Carbon Transportation, Energy Efficiency, Renewable Energy, Waste Reduction, Water Conservation, Sequestration and Adaptation, and Community Engagement. The climate action measures were selected based on distribution of emissions sources revealed in the GHG emissions inventories, the emissions reductions needed to achieve the goals, the goals and policies identified in the General Plan, existing and ongoing efforts and priorities, and the potential for new technologies and behavioral change to succeed in San Rafael. The CCAP quantifies numerous reduction measures such as: accelerating the adoption of electric vehicles; implementing transit-oriented development policies; participating in MCE; increasing solar energy system installation; increasing alternative transportation; implementing transportation demand management; improving energy efficiency; reducing waste; and implementing Green Building codes.
- Projected GHG Emission Reductions.** Based on application of the reduction measures and projected growth, estimated annual emissions would be reduced to 325,119 MTCO₂e by 2020 and 234,792 MTCO₂e by 2030. These emission levels are below the targets for 2020 (355,080 MTCO₂e) and 2030 (241,455 MTCO₂e). While the CCAP does include a GHG reduction goal in support of the State's efforts under EO B-30-15 for 2050, the CCAP does not include climate action measures designed to achieve the 2050 goal as presently EO B-30-15 does not specify any plan or implementation measure to achieve its goal. Additionally, there is presently no reliable means of forecasting how future technological developments or state legislative actions to reduce GHG emissions may affect future emissions in San Rafael.
- Implementation and Monitoring.** Implementation and monitoring are essential processes to ensure that San Rafael reduces its GHG emissions and meets its goals. To facilitate this, each climate action measure is identified along with implementation actions, the GHG reduction potential (as applicable), performance indicators to monitor progress, and an implementation time frame (see Appendix B of the CCAP). Climate action measure implementation is separated into three phases: short-term (1-3 years), long-term (3-10 years), and ongoing. The City's Community Development Department will monitor implementation of the CCAP.

- ***Application to new development projects.*** In order to meet the reduction targets, new construction projects must be determined to be consistent with the CCAP 2030. A checklist has been developed to be used in reviewing new development applications, to ensure that GHG reduction measures are incorporated into the project design and operation. Project compliance with the measures in the checklist would exempt individual, quantitative study of GHG emissions for a development project. Development projects that are not able to meet the standards in the checklist, or projects that propose a Rezoning and/or an amendment to the San Rafael General Plan 2020 (e.g., a change in land use that results in changes to the projections used in the strategy) would require an individual, quantitative GHG emissions assessment.

The draft San Rafael Climate Change Action Plan 2030 and the GHG Reduction Checklist are available at the Department of Community Development, Planning Division.

D. ENVIRONMENTAL ANALYSIS

Tiering from the San Rafael General Plan 2020 EIR

The required environmental review for the proposed project commenced with a review of the certified San Rafael General Plan 2020 EIR. As stated above, the General Plan EIR assesses the environmental impacts of the General Plan, its policies and programs, and planned development projected through 2020 (cumulative). The certified EIR serves as a program-level environmental document for subsequent City actions that are deemed consistent with the General Plan. Further, the certified EIR was prepared and deemed legally sufficient to serve as a project-level environmental document for subsequent actions such as re-zonings, pre-zonings, annexations and revisions to the San Rafael Municipal Code and regulations, as deemed necessary or recommended to implement the provisions of the General Plan.

Given the scope of the project, it has been determined that “tiering” from the General Plan EIR is appropriate and consistent with CEQA Guidelines Section 15152 in that:

1. The project is broadly covered and analyzed in the General Plan EIR. While study of GHG emissions is a relatively new issue, it is related and responsive to air quality impacts, which are analyzed in detail in the General Plan EIR.
2. The project proposes policies that are applicable to the entire San Rafael Planning Area. The development of detailed, site-specific information is not feasible at this time. Therefore, the level of detailed contained in this tier need not be greater than the plan and measures being analyzed.
3. An Initial Study has been prepared and concludes that the project will not cause significant effects on the environment, nor would it result in the study of new topics that had not been previously and adequately addressed in the General Plan EIR. See discussion below.

Preparation and Conclusions of an Initial Study Checklist

An Initial Study checklist has been prepared and is presented in Section F of this document. An Initial Study checklist was prepared for two reasons: a) to support tiering from the certified General Plan EIR (discussed above) to complete environmental review for this project; and b) to utilize the most current CEQA Guidelines environmental checklist (updated in 2018), which incorporates the required assessment of GHG emissions, tribal cultural resources, and wildfire. The Initial Study has been prepared considering the following factors that constitute the “baseline” for review, which is discussed in Section C (Project Description), above:

- None of the components of the project result in any changes to land use assumptions or projections currently presented in the San Rafael General Plan 2020 and analyzed in the General Plan EIR. No changes are proposed to land use designations or their respective density and intensity parameters, nor are any changes proposed to adopted land use designations for individual sites/properties. Further, the project proposes no changes to circulation (transportation/traffic) projections, policies or implementing programs that would result in changes to level of service conditions at intersections or along arterials.

- The Climate Change Action Plan 2030 is intended to address climate change and present implementing measures to reduce, among others, GHG emissions, reliance on non-renewable fossil fuels, vehicle miles traveled, energy consumption, water use, and solid waste generation and disposal. While the ultimate, physical implementation of proposed policies, programs and measures on a site-specific or project-specific basis may result in individual impacts on the environment, the current project is at a policy level that is applicable citywide.

In preparing the Initial Study, the project was reviewed against impacts identified and mitigation measures included in the certified General Plan EIR (2004). The purpose of this review is to determine if the project would result in: new significant impacts; an increase in the severity of impacts; or new or expanded mitigation measures from those analyzed and determined in the General Plan EIR. The following presents those General Plan EIR impacts and recommended mitigation measures that are pertinent to the project and compares the proposed project activities to these impacts and measures. The discussion is organized by the chronological order of topic areas presented in the Initial Study.

General Plan EIR Impact	General Plan EIR Adopted Mitigation Measure	Relationship to Proposed Project (Climate Change Action Plan 2030)
Air Quality		
<p>Impact IV.3-1. Consistency with Clean Air Plan. General Plan EIR determined that there would be a less-than-significant to the Clean Air Plan.</p>	<p>No mitigation required.</p>	<p>No change; beneficial impacts. The action to adopt an updated Climate Change Action Plan (CCAP) is consistent with the 2017 Bay Area Clean Air Plan. The following is a list of selected measures in the CCAP 2030 implementation program that are intended to reduce air pollutants and GHG emissions:</p> <ul style="list-style-type: none"> • Reduce vehicle miles traveled by supporting programs to increase walking, biking, and transit use. • Accelerate the adoption of electric passenger and commercial vehicles and buses. • Reduce super-GHG pollutants such as methane by reducing organic waste disposed in landfills and instead recycling and composting organic waste, including paper, wood, and food waste. • Decrease the demand for fossil fuels by increasing the efficiency of residential and commercial buildings and facilities • Pursue a carbon-free electricity supply by supporting MCE's goal to provide 100% GHG-free electricity by 2025 and purchasing 100% renewable Deep Green electricity for City facilities. • Promote electrification of building systems and appliances that use natural gas.
<p>Impact IV.3-2. Consistency with Clean Air Plan transportation control measures. General Plan EIR determined that there would be to be less-than-significant impacts to Clean Air transportation control measures.</p>	<p>No mitigation required.</p>	<p>No change; beneficial impacts. The action to adopt an updated Climate Change Action Plan (CCAP) is consistent with the 2017 Bay Area Clean Air Plan. The following is a list of selected measures in the CCAP 2030 implementation program that are intended to reduce air pollutants and GHG emissions:</p> <ul style="list-style-type: none"> • Reduce vehicle miles traveled by supporting programs to increase walking, biking, and transit use. • Accelerate the adoption of electric passenger and commercial vehicles and buses.

<p>Impact IV.3-3. Odor/Toxics Buffer Zones. The General Plan EIR determined that certain facilities or land uses recommended in the General Plan may be exposed to mobile source toxic air contaminants from US 101 and I-580. This impact was determined to be significant</p>	<p>Mitigation Measure IV.3-3. Adopted Program AW2a (Sensitive Receptors). This mitigation measure requires that all projects that are considered “sensitive receptors” (e.g., housing, schools, child care) proposed within 500 feet of the closest lane of US 101 or I-580 be subject to review of health risks.</p>	<p>No change; beneficial impacts. The action to adopt an updated Climate Change Action Plan (CCAP) is consistent with the 2017 Bay Area Clean Air Plan. The following is a list of selected measures in the CCAP 2030 implementation program that are intended to reduce air pollutants and GHG emissions:</p> <ul style="list-style-type: none"> • Reducing vehicle miles traveled by supporting programs to increase walking, biking, and transit use. • Accelerating the adoption of electric passenger and commercial vehicles and buses. <p>By reducing air pollutants and GHG emissions, exposure of sensitive receptors to health risks would be reduced.</p>
<p>Biological Resources</p>		
<p>Impact IV.8-1. Special-Status Plant and Animal Species. General Plan EIR determined that there would be less-than-significant impacts to special-status plant and animal species, provided that Conservation Element policies and programs were included in the adoption of the Plan.</p>	<p>No mitigation required.</p>	<p>No change. The proposed CCAP 2030 would have no impact to biological resources.</p>
<p>Impact IV.8-2. Sensitive Natural Communities. General Plan EIR determined that there would be significant impacts to sensitive natural communities, specifically to the oak savanna and oak woodland communities.</p>	<p>Mitigation measure IV.8-2. This measure required the adoption of Conservation Policy CON-10a, which requires the protection of oak savanna and oak woodland habitat when assessing development in these areas.</p>	<p>No change. The proposed CCAP 2030 would have no impact to biological resources.</p>
<p>Impact IV.8-3. Federally Protected Wetlands. General Plan determined that there would be less-than-significant impacts to protected wetlands, provided that Conservation Element policies and programs were included in the adoption of the Plan.</p>	<p>No mitigation required.</p>	<p>No change. The proposed CCAP 2030 would have no impact to biological resources.</p>

Greenhouse Gas Emissions		
Not analyzed in the San Rafael General Plan 2020 EIR.	NA	Beneficial impacts. The proposed CCAP would reduce community-wide emissions to levels that exceed the state reduction targets for statewide emissions for years 2020 and 2030 established by AB 32 and SB 32. The CCAP would reduce communitywide emissions 19% below 1990 levels in 2020 and 42% below 1990 levels in 2030. Further, the CCAP would result in emissions of in 2.08 MTCO2e per service population (population + employees) in 2030, which is below the emissions threshold recommended for local governments by the California Air Resources Board in the 2017 Climate Change Scoping Plan, adjusted for local conditions.
Land Use & Planning; Population & Housing		
Impact IV.1-1. Conflict with applicable land use or other plans. The General Plan EIR determined that there would be less-than-significant impacts.	No mitigation required.	No change. The proposed CCAP 2030 would have no impact on applicable land use or other plans.
Impact IV.1-2. Incompatible land uses and changes to neighborhood character. The General Plan EIR determined that there would be less-than-significant impacts.	No mitigation required.	No change. The proposed CCAP 2030 would have no impact on incompatible land uses and changes to neighborhood character.
Impact IV.1-3. Growth and concentration to population. The General Plan EIR determined that there would be less-than-significant impacts.	No mitigation required.	No change. The CCAP would not result in increases in population nor accommodate population growth beyond that anticipated in the San Rafael General Plan 2020.
Impact IV.1-4. Employment growth rate. The General Plan EIR determined that there would be less-than-significant impacts.	No mitigation required.	No change. The CCAP would not result in a substantial increase in the employment projected under the San Rafael General Plan 2020.

Impact IV.1-5. Jobs-to-housing ratio. The General Plan EIR determined that there would be less-than-significant impacts.	No mitigation required.	No change. The CCAP would not result in a substantial change in the jobs-to-housing ratio that is projected under the San Rafael General Plan 2020.
Noise		
IV.4-2. Increase Rail Noise.	Mitigation Measure IV.4-2. This measure requires that a detailed noise assessment be conducted to assess noise and vibration impacts associated with the SMART rail service.	No change. The CCAP would not result in land use changes that would impact growth and concentration to population.
Public Services and Utilities		
Impact IV.5-10. Wastewater Treatment Capacity – North of Puerto Suello Hill. Impact IV.5-11. Wastewater Treatment Capacity – South of Puerto Suello Hill.	No mitigation required.	No impact; beneficial impact. The CCAP contains measures that would reduce water use and wastewater disposal by: promoting water conservation programs and incentives; educating residents and business about laws requiring retrofit of non-compliant plumbing fixtures during remodeling and at resale; ensuring all applicable projects project comply with State and Marin Municipal Water District regulations; encouraging the installation of greywater and rainwater collection systems and the use of recycle water; and improving water efficiency and conservation efforts in municipal facilities and operations. Therefore, this action would have no impact on wastewater treatment capacity.
Impact IV.5-12. Water Supply. General Plan determined that there would be less-than-significant impacts to water supplies and wastewater capacity.		No impact; beneficial impact. The CCAP contains measures that would reduce water use by: promoting water conservation programs and incentives; educating residents and business about laws requiring retrofit of non-compliant plumbing fixtures during remodeling and at resale; ensuring all applicable projects project comply with State and Marin Municipal Water District regulations; encouraging the installation of greywater and rainwater collection systems and the use of recycle water; and improving water efficiency and conservation efforts in municipal facilities and operations. Therefore, this action would have no impact on water supplies and wastewater treatment capacity.

<p>Impact IV.5-13. Landfill Capacity. General Plan determined that there would be less-than-significant impacts to landfill capacity.</p>	<p>No mitigation required.</p>	<p>No change; beneficial impact. The CCAP includes the following measures that would reduce demands on landfill disposal:</p> <ul style="list-style-type: none"> • Reducing commercial organic waste through encouraging and enforcing compliance with AB 1826 and participation in food recovery programs • Reducing residential organic waste through better utilization of curbside collection services and home composting • Adoption of an ordinance to require all loads of construction and demolition debris to be processed for material recovery • Investment in waste processing infrastructure to remove recoverable materials from the waste stream. <p>Therefore, this action would have no impact on landfill capacity.</p>
<p>Impact IV.5-14. Electricity, Natural Gas and Gasoline Demand. General Plan determined that there would be less-than-significant impacts to electricity, natural gas and gasoline demand.</p>	<p>No mitigation required.</p>	<p>No change; beneficial impact. The CCAP includes measures for strategic reductions in utility service demands to electricity, natural gas and gasoline over time. CCAP measures:</p> <ul style="list-style-type: none"> • Reduce vehicle miles traveled and gasoline consumption by supporting programs to increase walking, biking, and transit use. • Decrease the demand for natural gas and electricity by increasing the efficiency of residential and commercial buildings and facilities and promoting conservation <p>Therefore, this action would have no impact on electricity, natural gas or gasoline demand.</p>
<p>Transportation/Traffic</p>		
<p>Impact IV.2-1. Level of Service at intersections approved to acceptable levels of service with General Plan 2020. General Plan determined that there would be less-than-significant impacts to intersections adopted with specific, acceptable LOS standards.</p>	<p>No mitigation required.</p>	<p>No change; beneficial impact. The CCAP contains measures to reduce vehicle miles traveled by supporting programs to increase walking and biking. Therefore, this action would have no impact on acceptable LOS standards.</p>

<p>Impacts IV.2-2, IV.2-3, IV.2-4, IV.2-5. Impacts to levels of service at specific intersections. General Plan EIR determined that there would be significant and unavoidable impacts at specific intersections.</p>	<p>No mitigation measures available or adopted to reduce impacts to acceptable level.</p>	<p>No change or increase in the severity of the significant and unavoidable impact. The CCAP would have no impact on traffic or LOS at intersections that projected to operate below the adopted LOS standards.</p>
<p>Impact IV.2-6. Unacceptable City roadway segment level of service resulting from San Rafael General Plan 2020. General Plan EIR determined that there would be significant and unavoidable impacts along specific roadway segments.</p>	<p>Impact determined to be significant and unavoidable. No mitigation measures available or adopted to reduce impacts to acceptable level.</p>	<p>No change or increase in the severity of the significant and unavoidable impact. The CCAP would have no impact on traffic or LOS at intersections that projected to operate below the adopted LOS standards.</p>
<p>Impact IV.2-7. City roadway segment level of service resulting from San Rafael General Plan 2020. General Plan determined that there would be less-than-significant impacts to selective City roadway segments. .</p>	<p>No mitigation required,</p>	<p>No change. The CCAP would have no impact on traffic or LOS at intersections that projected to operate below the adopted LOS standards.</p>

E. DETERMINATION – SUPPORT FOR ADDENDUM TO EIR

When “tiering” from the certified General Plan EIR, the CEQA Guidelines provide options for subsequent environmental documentation. The options include the preparation of a Supplemental EIR, Subsequent EIR or an Addendum to the EIR. In determining whether an Addendum to the certified General Plan 2020 EIR is the appropriate document to analyze the project and its approval, State CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As the General Plan 2020 EIR has been certified, the environmental impacts of subsequent activities proposed under the General Plan, which in this case, is the three components of the General Plan Amendment and the GHG Emissions Reduction Strategy, must be examined in light of the impact analysis in the certified EIR to determine if additional CEQA documentation must be prepared. One of the standards that apply is whether, under Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162 and 15163, there are new significant effects or other grounds that require preparation of a Subsequent EIR or Supplemental EIR in support of further agency action on the project. Under these guidelines, a Subsequent EIR or Supplemental EIR shall be prepared if any of the following criteria are met.

- (a) When an EIR has been certified or Negative Declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In addition, State CEQA Guidelines Section 15183.5(a) includes a provision for addressing greenhouse gases:

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long-range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in Sections 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

As demonstrated in the environmental analysis provided in Section D (Environmental Analysis) above, which is supported by the Initial Study presented in Section F, none of the conditions analyzed under the certified San Rafael General Plan 2020 EIR have changed, nor does the proposed project, including the GHG Emissions Reduction Strategy serving as an implementing tool of the CCAP and General Plan, meet the criteria for preparing a Subsequent EIR or Supplemental EIR. The project will not result in one or more significant effects not discussed in the General Plan EIR, nor does the project create substantially more severe significant effects than previously examined in the General Plan EIR. Therefore, the City of San Rafael, as the lead agency, supports and recommends an Addendum versus the preparation of a Subsequent EIR or Supplemental EIR. The project may therefore be approved as an activity covered within the scope of the General Plan EIR. Further, the Sustainability Element component and supportive GHG Emissions Reduction Strategy have been analyzed consistent with the provisions of State CEQA Guidelines Section 15183.5.

F. INITIAL STUDY CHECKLIST

- | | |
|--|---|
| 1. Project Title | Adoption of the Climate Change Action Plan 2030 |
| 2. Lead Agency Name & Address | City of San Rafael
Community Development Department
Planning Division
1400 Fifth Avenue (P.O. Box 151560)
San Rafael, California 94915-1560 |
| 3. Contact Person & Phone Number | Paul A. Jensen, Community Development Director
Phone number: # (415) 485-5064
Email: paul.jensen@cityofsanrafael.org |
| 4. Project Location | The proposed project is not site-specific, but addresses policies, programs and strategies that are applicable citywide. |
| 5. Project Sponsor's Name & Address | City of San Rafael
1400 5 th Avenue
P.O. Box 151560
San Rafael, CA 94915-1560 |

Other Public Agencies Whose Approval Is Required

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that, in preparing the attached Initial Study, the proposed project would not result in any new significant information, new significant impacts or new mitigation measures that had not been previously considered, analyzed or disclosed in the San Rafael General Plan 2020 certified EIR (ENVIRONMENTAL IMPACT REPORT). Consistent with CEQA Guidelines Section 15164, an ADDENDUM to the certified ENVIRONMENTAL IMPACT REPORT will be prepared.

Paul A. Jensen

February 22, 2019

Signature
Paul A. Jensen, Community Development Director

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

Please note: The response to each question below is supported by a source of data or information, which is provided in Section g. (source references) of this checklist.

<i>Potentially Significant Impact</i>	<i>Less than Significant Impact with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) *Have a substantial effect on a scenic vista?*

X

Discussion:

No impact. The project consists of an update of the Climate Change Action Plan (CCAP) that supports the Sustainability element. The CCAP measures are broadly applied citywide and are not site-specific.

Potential environmental impacts to scenic resources may be realized or determined when the policies or programs are considered on a site-specific or project-specific basis, such as the site-specific installation of large-scale renewable energy generation facilities. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1a, 1c, 1d, 1m, 1p, 2, 3a, 4, 15)

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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X

Discussion:

No impact. As discussed in I.a. above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts to scenic resources within a state scenic highway may be realized or determined when the policies or programs are considered on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1a, 1c, 1d, 1m, 1p, 2, 3a, 15)

c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulation governing scenic quality?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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X

Discussion:

As discussed in I.a. above, the project consists of an update of the CCAP that supports the Sustainability element. The components contain policies and programs that are broadly applied citywide and are not site-specific. Potential environmental impacts to the visual character or quality of a specific site and its surroundings may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

- d) *Created a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* **X**

Discussion:

No impact. As discussed in I.a. above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts associated with new sources of light or glare may be realized or determined when the policies or programs are considered on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1a, 1c, 1d, 1m, 1p, 2, 3a, 15)

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?* **X**

Discussion:

No impact. The City of San Rafael planning area does not contain land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the California Department of Conservation Farmland Mapping and Monitoring Program (State of California 2016).

(Sources: 1a, 2, 12, 15)

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* **X**

Discussion:

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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No impact. The City of San Rafael planning area does not contain any land that is zoned for agricultural use or is under a Williamson Act contract.

(Sources: 1a, 2, 15)

- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 511104(g))?* **X**

Discussion:

No impact. The City of San Rafael Planning area does not contain any land that is zoned for forest land or is protected under the Timberland Production zone.

(Sources: 1a, 2, 15)

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?* **X**

Discussion:

No impact. While the City of San Rafael planning area contains many acres of public open space and private, undeveloped land that is heavily vegetated, it does not contain any forest land, as defined by the CEQA Guidelines.

(Sources: 1a, 2, 15)

- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?* **X**

Discussion:

No impact. The City of San Rafael planning area does not contain any farmland.

(Sources: 1a, 2, 12, 15)

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan?* **X**

Discussion:

No impact. The Bay Area Air Quality Management District (BAAQMD) is the state agency that has oversight and regulatory authority for air quality in the Bay Area region. BAAQMD has adopted the Bay Area Clean Air Plan, which has modeled existing and projected air quality for the region. The air quality modeling relies on the growth, traffic and air quality projections developed by the individual General Plans adopted by the local jurisdictions within the bay region. Therefore, whenever there is a change or amendment to a locally-adopted General Plan, the amendment must

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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be reviewed for consistency with the adopted Bay Area Clean Air Plan. A conflict with the Bay Area Clean Air Plan will result when a local General Plan Amendment results in a change in land use or a change in transportation policy that that has the potential to increase the projected traffic or air emissions for the local jurisdiction and the region.

The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The potential for conflict with the Bay Area Clean Air Plan may be realized or determined when the proposed policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

The proposed CCAP 2030 would be consistent with the 2017 Bay Area Clean Air Plan, as it proposes measures to reduce, rather than increase air quality pollutants and GHG emissions. The implementation and monitoring of the measures would, over time, reduce GHG emissions and air pollutants. The CCAP measures support the Clean Air Plan’s key priorities as follows:

- *Reduce emissions of criteria air pollutants and toxic air contaminants from all key sources.* CCAP measures LCT-C2 Bicycling, LCT-C3 Walking, LCT-C4 Safe Routes to School, LCT-C5 Public Transit, LCT-C6 Employee Trip Reduction, LCT-C7 Parking Requirements, LCT-C9 Smart Growth Development, and LCT-M3 City Employee Commute will reduce air pollutants and toxic air contaminants by encouraging alternative modes of transportation and reducing vehicle miles traveled. LCT-C8 Traffic System Management and Vehicle Idling and LCT-C10 Electric Vehicle Landscape Equipment would reduce emission from the combustion of gasoline and diesel.
- *Reduce emissions of super-GHG pollutants such as methane.* CCAP measures WR-C1 Commercial Organic Waste, WR-C2 Residential Organic Waste, WR-C3 Construction & Demolition Debris and Self-Haul Waste, WR-C4 Mandatory Waste Diversion, WR-C5 Waste Processing Infrastructure, WR-C6 Extended Producer Responsibility, WR-M1 Waste from Public Facilities and WR-M2 Waste from City Operations would reduce methane emissions by diverting organic waste from landfills. SA-C2 Carbon Sequestration encourages composting, rather than disposal, of organic material.
- *Decrease demand of fossil fuels by:*
 - *Increasing efficiency of industrial processes, energy, buildings, and transportation sectors.* CCAP measures EE-C1 Energy Efficiency Programs, EE-C21 Energy Audits, EE-C3 Cool Pavement and Roofs, EE-C4 Green Building Reach Code, EE-M1 Streetlights, EE-M2 Energy Efficiency Audit and Retrofits, and EE-M3 Energy Conservation would decrease demand for electricity, natural gas, and other fossil fuels by improving the energy efficiency of buildings and facilities.
 - *Reducing demand for vehicle travel, and high-carbon goods and services.* CCAP measures LCT-C2 Bicycling, LCT-C3 Walking, LCT-C4 Safe Routes to School, LCT-C5 Public Transit, LCT-C6 Employee Trip Reduction, LCT-C7 Parking Requirements, LCT-C9 Smart Growth Development, and LCT-M3 City Employee Commute would decrease demand for fossil fuels by reducing vehicle miles traveled.
- *Decarbonize our energy system*
 - *Making the electricity supply carbon-free.* CCAP measures RE-C1 Renewable Energy Generation, RE-C2 GHG-Free Electricity, RE-C4 Innovative Technologies, RE-M1 Solar Systems for Municipal Buildings, and RE-M2 Municipal Deep Green electricity would accelerate the generation and use of renewable energy and carbon-free electricity.
 - *Electrifying the transportation and building sectors.* CCAP measures LCT-C1 Zero Emission Vehicles, LCT-C5 Public Transit, LCT-M1 Zero and Low Emission City Vehicles, and RE-C3 Building and Appliance Electrification would accelerate electrification of passenger and commercial vehicles and buses and promote electrification of building systems.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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(Sources: 1o, 1p, 2, 4, 13, 15)

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?* **X**

Discussion:

No impact. See the discussion in III.a. above, which summarizes the potential impacts of the proposed project. The proposed CCAP 2030 would be consistent with the Bay Area Clean Air Plan, as it proposes to reduce, rather than increase, projected cumulative air quality pollutants and GHG emissions.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1o, 1p, 2, 4, 13, 14, 15)

- c) *Expose sensitive receptors to substantial pollutant concentrations?* **X**

Discussion:

Less-than-significant impact. As discussed in III.a above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Measure LCT-C9 Smart Growth Development is proposed to promote transit-oriented development, which could reinforce Housing element policies for housing within 1,000 feet of US101, which is a pollutant generator. However, the CCAP measure is broad and does not identify the extent or amount of new housing that would be recommended for transit-oriented development. Potential environmental impacts to sensitive receptors near a specific site and its surroundings may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

The proposed CCAP 2030 is, in part, intended to address and mitigate rather than create new substantial pollutant concentrations. The plan includes policies as well as mitigation and monitoring measures to reduce GHG emissions caused by vehicle miles traveled.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1o, 1p, 2, 4, 15)

- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?* **X**

Discussion:

No impact. As discussed in III.a. above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains policies and programs that are broadly applied citywide and are not site-specific. The creation of potential, objectionable odors may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1o, 1p, 2, 4, 15)

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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IV. BIOLOGICAL RESOURCES

Would the project:

- b) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts to special-status, sensitive or candidate species protected by regional plans, policies or regulations of CDFG or USFWS may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis, such as the site-specific implementation of a GHG reduction measure. The individual impacts of these types of activities will be assessed at the time of specific project review.

The proposed CCAP includes measure SA-C1 Urban Forest to increase the tree cover and preserve and protect native vegetation and riparian habitat. The measure would have beneficial impacts on habitat for candidate, sensitive and special status species.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1n, 1p, 2, 3a, 4, 15)

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts to riparian habitats protected by regional plans, policies or regulations of CDFG or USFWS may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

The proposed CCAP includes measure SA-C1 Urban Forest to increase the tree cover and preserve and protect native vegetation and riparian habitat. The measure requires new development, redevelopment, and infrastructure projects to implement best management practices as feasible, including low-impact development techniques, the minimal use of non-pervious surfaces in landscape design, and the integration of natural features into the project design, to naturally filter and biodegrade contaminants and to minimize surface runoff into drainage systems and creeks. These actions would have beneficial impacts on riparian habitat and sensitive natural communities.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1n, 1p, 2, 3a, 4, 15)

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* **X**

Discussion:

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts to state or federal protected wetlands may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. CCAP measures SA-C2 Carbon Sequestration, SA-C4 Sea Level Rise and SA-C5 Climate Change Adaptation could impact wetlands through construction of horizontal levees, flood control projects to adapt to rising sea levels, and other defenses, such as seawalls, storm surge barriers, and pumping stations. The individual impacts of these types of activities will be assessed at the time of specific project review.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1n, 1p, 2, 3a, 4, 15)

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts to movement of corridors for wildlife may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1n, 1p, 2, 3a, 15)

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* **X**

Discussion:

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

The City of San Rafael General Plan 2020 Conservation Element contains a number of goals and policies addressing the protection of biological resources. In addition, the San Rafael Municipal Code includes ordinances and regulations that address, among others: a) wetland protection (SRMC Chapter 14.13 Wetland Overlay District); and b) creek protection (SRMC Section 14.16.080 [Creeks and other water courses]). Potential conflicts with the Conservation Element policies and the zoning ordinance provisions and regulations may be realized or determined when the policies or programs are considered and applied on a site-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

The proposed CCAP includes measure SA-C1 Urban Forest that will increase the tree cover and preserve and protect native vegetation and riparian habitat. The measure would have a beneficial impact on biological resources.

(Sources: 1n, 1p, 2, 3a, 4, 15)

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?* **X**

Discussion:

No impact. There are no adopted local, regional or state habitat protection plans that apply to the San Rafael planning area.

(Sources: 1n, 2, 3a, 15)

V. CULTURAL RESOURCES

Would the project:

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?* **X**

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts to historic resources may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review. In reviewing these impacts on site specific projects, the City will continue to rely on review of the City-adopted Historical/Architectural Survey and CEQA Guidelines Section 15064.5 to determine the presence of historic resources.

(Sources: 1, 2, 5, 6, 15)

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts to archaeological resources may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review. In reviewing these impacts on site specific projects, the City will continue to rely on review and implement the City-adopted Archaeological Resource and Protection Procedures, which includes: a) a review of the City's Past Finder archaeological sensitivity maps and property priority ranking to determine proximity to potential resources; b) consultation with the Northwest Information Center and local Native American tribe representatives for direction on needed study; c) the preparation of an archaeological resource assessment when deemed necessary; and d) implementation of protective measures such as avoidance, capping or relocation of resources.

(Sources: 1, 2, 5, 6, 15)

- c) *Disturb any human remains, including those interred outside of dedicated cemeteries?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts that disturb human remains may be realized or determined when the policies or programs are considered and applied

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on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1, 2, 5, 6, 15)

VI. ENERGY

Would the project:

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?* **X**

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts that result from wasteful, inefficient or unnecessary consumption of energy may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

The purpose and intended effect of the CCAP is to reduce GHG emissions, including those emissions generated by energy demand and supply. CCAP measures EE-C1 Energy Efficiency Program and EE-C2 Energy Audits support energy conservation by promoting and expanding facilitating energy efficiency upgrades in existing homes and businesses. EE-C3 Cool Pavement and Roofs and EE-C4 Green Building Reach Code support energy efficiency by encouraging the use of passive design concepts and constructing buildings that exceed Title 24 energy and green building standards. EE-M1 Streetlights, EE-M2 Energy Efficiency Audit and Retrofits, and EE-M3 Energy Conservation would decrease demand for electricity, natural gas, and other fossil fuels in City-owned buildings and facilities. These measures would have a beneficial impact on the use of energy resources.

Furthermore, in order to promote energy conservation, San Rafael has adopted an amended California Green Building Standards Code per San Rafael Municipal Code Chapter 12.23. Therefore, any construction associated with projects included in the CCAP would be required to be designed to comply with the performance levels of the California Green Building Standard Code. Likewise, all projects would be required to comply with the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24).

(Sources: 1, 2, 3d, 4, 15)

- b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?* **X**

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

The CCAP contains measures that support the MCE 2019 Integrated Resource Plan. MCE is the local Community Choice Aggregation (CCA) program that provides electricity to the San Rafael community. CCAP measures EE-C1 Energy Efficiency Programs, RE-C1 Renewable Energy Generation, RE-C2 GHG-Free Electricity, RE-C4 Innovative Technologies, RE-M1 Solar Energy Systems for Municipal Buildings, and RE-M2 Municipal Deep Green electricity support MCE's objectives to achieve a 100% GHG-free supply portfolio by 2020, to encourage local renewable energy projects, and to offset two percent of its annual energy and capacity requirements with energy efficiency and distributed energy resource programs. These measures would have a beneficial impact on the development of renewable energy resources and the deployment of energy efficiency programs. Furthermore, in order to promote energy conservation, San Rafael has adopted an amended California Green Building Standards Code per San Rafael Municipal Code

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Chapter 12.23. Therefore, any construction associated with projects included in the CCAP would be required to be designed to comply with the performance levels of the California Green Building Standard Code. Likewise, all projects would be required to comply with the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24). Therefore, the CAP would not conflict with any adopted energy conservation plans or result in the use of non-renewable resources in a wasteful or inefficient manner and impacts would be less than significant.

(Sources: 1, 2, 3d, 4, 14, 15)

VII. GEOLOGY AND SOILS

Would the project:

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:* **X**

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

Discussion:

No impact. The San Rafael planning area contains no earthquake faults delineated on the Alquist-Priolo Earthquake Fault Zoning Map.

(Sources: 1k, 2, 15)

ii) Strong seismic ground shaking? **X**

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts associated with seismic ground shaking may be realized or determined when the policies or programs are considered and applied to a project or activity, on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

iii) Seismic-related ground failure, including liquefaction? **X**

Discussion:

No impact. See discussion under VII.a.ii. above. Potential impacts related to ground failure and liquefaction would be assessed as individual projects are proposed on a site-specific or project-specific basis.

(Sources: 1k, 2, 15)

iv) Landslides? **X**

Discussion:

No impact. See discussion under VII.a.ii. above. Potential impacts related to landsliding would be assessed as individual projects are proposed on a site-specific or project-specific basis.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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(Sources: 1k, 2, 15)

- b) *Result in substantial soil erosion or the loss of topsoil?* **X**

Discussion:

No impact. See discussion under VII.a.ii. above. Potential impacts related to soil erosion would be assessed as individual projects are proposed on a site-specific or project-specific basis.

(Sources: 1k, 2, 15)

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* **X**

Discussion:

No impact. See discussion under VII.a.ii. above. Potential impacts related to unstable soils or geologic conditions would be assessed as individual projects are proposed on a site-specific or project-specific basis.

(Sources: 1k, 2, 15)

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?* **X**

Discussion:

No impact. See discussion under VII.a.ii. above. Potential impacts related to ground failure and liquefaction would be assessed as individual projects are proposed on a site-specific or project-specific basis.

(Sources: 1k, 2, 15)

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?* **X**

Discussion:

No impact. The San Rafael planning area is served by the San Rafael Sanitation District and the Las Gallinas Valley Sanitary District, which provide domestic wastewater/sewer service to all properties. Alternative waste water disposal systems are not permitted within the urban service area.

(Sources: 1k, 2, 15)

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **X**

Discussion:

No impact. See discussion under VII.a.ii. above. Potential impacts related to unique paleontological resources or unique geologic features would be assessed as individual projects are proposed on a site-specific or project-specific basis.

(Sources: 1k, 2, 15)

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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VIII. GREENHOUSE GAS EMISSIONS

Would the project:

b) *Generate greenhouse gas emissions, either directly or indirectly,
that may have a significant impact on the environment?*

Discussion:

No impact. In order to determine whether or not the proposed project would generate GHG emissions that may have a significant impact on the environment, this EIR Addendum relies on the project’s consistency with the GHG reduction strategies and recommended emissions thresholds established by the latest version of the California Air Resources Board Scoping Plan and consistency with the following statewide GHG legislation: AB 32, SB 375, and SB 32, which target the reduction of statewide emissions.

As summarized in the Project Description, the CCAP 2030 has been prepared as a plan for the reduction of greenhouse gas emissions pursuant to CEQA Guideline 15183.5. The plan utilizes an updated emissions inventory, the City of San Rafael Community and Government Operation Greenhouse Gas Inventory for 2016, to identify community-wide emissions from the residential energy, commercial energy, transportation, waste, off-road, water and wastewater sectors. The 2016 Inventory uses methodologies from the U.S Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, version 1.1 (July 2013) for the quantification and reporting of community emissions. The protocol-compliant 2016 Inventory includes a table illustrating included and excluded emissions sources and activities. The Inventory includes all required activities for a protocol-compliant inventory, plus some optional activities: on-road transit vehicles associated with community land uses, off-road surface vehicles and other mobile equipment operating within the community boundary, and transmission and distribution losses from purchased electricity used by the community. The inventory does not include emissions which are difficult to reliably quantify and track on an annual basis using existing data sources and quantification methodologies. These activities include emissions from air travel and upstream emissions from the production, transport and distribution of food and household goods. The CCAP provides an illustration of the total carbon footprint of an average San Rafael household which includes all of these emission sources.

The CCAP forecasts emissions through 2050 utilizing housing population, and employment projections from ABAG and VMT estimates from MTC. The proposed CCAP finds that emissions will rise 4.1% by 2050 without the implementation of state and local actions to reduce emissions.

The proposed CCAP identifies GHG reduction targets that meet or exceed statewide targets, i.e.: to reduce emissions to 1990 levels by 2020, as established by AB 32; to reduce emissions 40% below 1990 levels by 2030, as established by SB 32; and to reduce emissions 80% below 1990 levels by 2050, as established by EO B-30-15. In order to approximate 1990 levels for San Rafael, the CCAP estimates emissions were 15% below 2005 levels in 1990. This methodology follows the guidance provided in the California Air Resources Board’s 2017 Climate Change Scoping Plan. San Rafael’s emissions were 473,438 MTCO_{2e} in 2005. Therefore, San Rafael’s emissions targets are 402,422 MTCO_{2e} in 2020 (equivalent to 1990 levels) and 241,453 MTCO_{2e} in 2030 (40% below 1990 levels).

The CCAP identifies GHG reduction measures, that, in concert with state actions, would reduce emissions to 325,119 MTCO_{2e} by 2020 and 234,792 MTCO_{2e} by 2030. These projected emissions are 19% below 1990 levels in 2020 and 42% below 1990 levels in 2030 and would therefore comply with the targets established by AB 32 and SB 32.

While the proposed CCAP does include a GHG reduction goal in support the State’s efforts under EO B-30-15 for 2050, the plan does not include climate action measures designed to achieve the 2050 goal as presently EO B-30-15 does not specify any plan or implementation measure to achieve its goal. Additionally, there is presently no reliable means of forecasting how future technological developments or state legislative actions to reduce GHG emissions may affect future emissions in San Rafael.

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The California Air Resources Board 2017 Climate Change Scoping Plan recommends that local governments aim to achieve a community-wide goal of no more than 6 MT of CO₂e per service population (population + employees) by 2030 and no more than 2 MT of CO₂e per service population (SP) by 2050. However, because San Rafael’s GHG inventory does not include agriculture or industrial emission sources, the 2017 Scoping Plan thresholds must be adjusted in order to provide a local threshold consistent with the 2017 Scoping Plan. To determine whether the CCAP would impede substantial progress toward achieving the project emissions reduction targets established by AB 32, SB 32, and the 2017 Scoping Plan, this EIR Addendum establishes a 2030 emissions threshold based on a 2030 emissions target consistent with the 2017 Scoping Plan. The emissions threshold represents the rate of emissions reductions necessary for the City of San Rafael to achieve a fair share of statewide GHG reductions necessary to meet the long-term targets, excluding emissions from the agricultural and industrial sectors.

The following equation details how the emissions threshold was calculated:

$$\text{Emissions Threshold} = \frac{2030 \text{ Emissions Goal}}{2030 \text{ Population} + 2030 \text{ Employment}}$$

Where:

Emissions Threshold = 2.97 MTCO₂e per service population per year

2030 Population = Statewide in 2030: 43,939,250 (DOF 2018)

2030 Employment = Statewide employment in 2030: 19,109,000 (California Department of Transportation 2018)

2030 Emissions Goal = Scoping Plan 2030 Emissions Goals for Residential/Commercial, Electric Power, High Global Warming Potential (GWP), Recycling and Waste, and Transportation sectors: 187 MMTCO₂e per year (see Table 1).

Table1: Scoping Plan 2030 Emissions Goals by Sector

Sector	Emissions (MMTCO ₂ e)
Residential and Commercial	38
Electric Power	30
High GWP	8
Recycling and Waste	8
Transportation	103
Total	187

Source: “California’s 2017 Climate Change Scoping Plan,” California Air Resources Board, Table 3, page 31.

https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf

The targets recommended by the 2017 Scoping Plan, adjusted to be specific for San Rafael, are appropriate for the City of San Rafael (a local government) to use as the basis for determining an applicable significance threshold for the CCAP. Based on the above, the CCAP must meet the target GHG emissions of approximately 2.97 MTCO₂e per SP per year in year 2030. Emissions greater than 2.97 MTCO₂e per SP per year may conflict with substantial progress toward the long-term reduction targets identified by SB 32 and the 2017 Scoping Plan, and the project’s cumulative contribution of long-term emissions would be considered significant. CCAP 2030 is projected to result in 2.08 MTCO₂e per SP in 2030, which is below the 2.97 MTCO₂e emissions threshold. The proposed plan would therefore not generate GHG emissions that may have a significant impact on the environment.

In order to meet the reduction targets, new construction projects must be determined to be consistent with the CCAP 2030. A checklist has been developed to be used in reviewing new development applications, to ensure that GHG reduction measures are incorporated into the project design and operation. Project compliance with the measures in the checklist would exempt individual, quantitative study of GHG emissions for a development project. Development projects that are not able to meet the standards in the checklist, or projects that propose a Rezoning and/or an

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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amendment to the San Rafael General Plan 2020 (e.g., a change in land use that results in changes to the projections used in the strategy) would require an individual, quantitative GHG emissions assessment.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1o, 2, 4, 12, 13, 15, 16, 17, 18, 19)

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* **X**

Discussion:

No impact. See VII.a. above. The CCAP includes climate action measures to reduce the City’s GHG emissions by approximately 19% below 1990 levels by 2020 in accordance with AB 32 and 42% below 1990 levels by 2030 in accordance with SB 32. While the proposed CCAP does include a GHG reduction goal in support the State’s efforts to reduce emissions 80% below 1990 levels by 2050 under EO B-30-15, the plan does not include climate action measures designed to achieve the 2050 goal as presently EO B-30-15 does not specify any plan or implementation measure to achieve its goal and is not legally binding on local government or private actions. The CCAP would not conflict with any applicable GHG reduction plan, including the CARB 2017 Scoping Plan or Plan Bay 2040, which demonstrates how the Bay Area region will reduce emissions from transportation sources to comply with SB 375.

CCAP measures support the 2017 Scoping Plan goals to reduce GHG emissions as follows:

- *Doubling energy efficiency savings at existing buildings.* CCAP measures EE-C1 Energy Efficiency Programs, EE-C21 Energy Audits, EE-C3 Cool Pavement and Roofs, EE-C4 Green Building Reach Code, EE-M1 Streetlights, EE-M2 Energy Efficiency Audit and Retrofits, and EE-M3 Energy Conservation would decrease demand for electricity, natural gas, and other fossil fuels by improving the energy efficiency of buildings and facilities.
- *50% Renewable Power.* CCAP measures RE-C1 Renewable Energy Generation, RE-C2 GHG-Free Electricity, RE-C4 Innovative Technologies, RE-M1 Solar Systems for Municipal Buildings, and RE-M2 Municipal Deep Green electricity would accelerate the generation and use of renewable energy and carbon-free electricity.
- *50% reduction in petroleum use in vehicles.* CCAP measures LCT-C1 Zero Emission Vehicles, LCT-C5 Public Transit, and LCT-M1 Zero and Low Emission City Vehicles would accelerate electrification of passenger and commercial vehicles and buses. CCAP measures LCT-C2 Bicycling, LCT-C3 Walking, LCT-C4 Safe Routes to School, LCT-C5 Public Transit, LCT-C6 Employee Trip Reduction, LCT-C7 Parking Requirements, LCT-C9 Smart Growth Development, and LCT-M3 City Employee Commute would reduce petroleum use by encouraging alternative modes of transportation and reducing vehicle miles traveled.
- *Carbon Sequestration in the Land Base.* CCAP measure SA-C1 would increase carbon sequestration by planting additional trees and measure SA-C2 Carbon Sequestration would encourage composting and support the development of carbon-rich soils and wetlands.
- *Reduce Short-Lived Climate Pollutants.* CCAP measures WR-C1 Commercial Organic Waste, WR-C2 Residential Organic Waste, WR-C3 Construction & Demolition Debris and Self-Haul Waste, WR-C4 Mandatory Waste Diversion, WR-C5 Waste Processing Infrastructure, WR-C6 Extended Producer Responsibility, WR-M1 Waste from Public Facilities and WR-M2 Waste from City Operations will reduce methane emissions by diverting organic waste from landfills.

Therefore, the proposed CCAP would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

(Sources: 1o, 2, 4, 12, 13, 15, 16)

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from the transporting of hazardous materials may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| b) <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from activities or actions that could release hazardous materials may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from the emission or handling of hazardous materials within ¼ mile of an existing or proposed school site may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|----------|
| d) <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that contains hazardous material may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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(Sources: 1k, 2, 15)

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?* **X**

Discussion:

No impact. There are no public airports within the San Rafael planning area.

(Sources: 1k, 2, 15)

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that could impair implementation of or interfere with the City-adopted emergency response plan may be realized or determined when the measures are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1a, 1f, 1g, 1k, 2, 15)

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The components contain policies and programs that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that is in a wildland fire hazard area - wildland urban interface zone (WUI) may be realized or determined when the measures are considered and applied on a site-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

X. HYDROLOGY AND WATER QUALITY

Would the project:

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?* **X**

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The proposed plan would not change or revise current water quality standards. Potential environmental impacts from development and activities on a site that could violate water quality standards or degrade surface or ground water quality may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 1o, 2, 15)

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| b) <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. The City of San Rafael does not rely on the use of groundwater for domestic or other water service needs.

(Sources: 1k, 1o, 2, 15)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|----------|
| c) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</i>
<i>(i) result in substantial erosion or siltation on- or off-site;</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that could alter drainage or the course of a stream or creek that could cause erosion or siltation on- or off-site may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

CCAP measure SA-C1 Urban Forest would require new development, redevelopment, and infrastructure projects to implement best management practices as feasible, including low-impact development techniques, the minimal use of non-pervious surfaces in landscape design, and the integration of natural features into the project design, to naturally filter and biodegrade contaminants and to minimize surface runoff into drainage systems and creeks. Therefore, the CCAP would have a beneficial impact on streams and rivers.

(Sources: 1k, 1o, 2, 4, 15)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| <i>(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. See discussion in X.c. above.

(Sources: 1k, 1m, 1n, 2, 4, 15)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| <i>(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that could create additional storm water runoff or pollution may be realized or determined when the measures are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1g, 1k, 2, 15)

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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(iv) *impede or redirect flood flows?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that impede or redirect flood flows may be realized or determined when the measures are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1g, 1k, 2, 15)

d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from the risk of release of pollutants due to project inundation of sites along the San Rafael bay front or within a FEMA flood hazard zone may be realized or determined when the measures are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 7, 15)

e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Discussion:

No impact. The City of San Rafael is not located within a high or medium priority groundwater basin and is not required to develop and implement a Groundwater Sustainability Plan pursuant to the 2014 Sustainable Groundwater Management Act.

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential conflicts with water quality control plans or sustainable groundwater management plans may be realized or determined when the measures are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 7, 15, 20)

XI. LAND USE PLANNING

Would the project:

a) *Physically divide an established community?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The plan does not propose any changes to planned land uses that would result in a physical division of the community. The CCAP contains measures (LCT-C2, LCT-C3, LCT-C4, and LCT-C5) that would support pedestrian and bicycle circulation and

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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improved transportation alternatives, as identified in the General Plan, which would improve connectivity throughout the City.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1a, 1b, 1d, 2, 4, 14, 15)

- b) *Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The plan does not propose any changes to General Plan policies or programs that are intended to avoid or mitigate an environmental effect. The proposed CCAP 2030 would be consistent with the Bay Area Clean Air Plan as it proposes to reduce, rather than increase, air quality pollutants and GHG emissions. The plan includes policies as well as mitigation and monitoring measures to reduce GHG emissions caused by vehicle miles traveled. Further, the proposed monitoring measures would provide a tracking for emission reductions to meet the mandated goals set by AB 32, SB 32 and SB 375. As described, a checklist has been developed for reviewing new development projects to ensure that GHG reduction measures are incorporated into the project design and operation.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

XII. MINERAL RESOURCES

Would the project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?* **X**

Discussion:

No impact. The project proposes no changes to mineral resource designations, operations, or mineral resource goals or policies for the San Rafael Planning area. The planning area contains one active quarry, the San Rafael Rock Quarry (Dutra), which is located in an unincorporated area of East San Rafael (east of Peacock Gap).

(Sources: 1a, 1k, 2, 15)

- b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?* **X**

Discussion:

No impact. As discussed in XII.a. above, the project proposes no changes to mineral resource designations, operations or mineral resource goals or policies for the San Rafael Planning area. The planning area contains one active quarry, the San Rafael Rock Quarry (Dutra), which is located in an unincorporated area of East San Rafael (east of Peacock Gap).

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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(Sources: 1a, 1k, 2, 15)

XIII. NOISE

Would the project result in:

- b) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that could generate a substantial temporary or permanent increase in ambient noise levels (e.g., the installation of a wind turbine or generator) may be realized or determined when the measures are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1a, 1k, 1l, 2, 3b, 4, 15)

- b) *Generation of excessive groundborne vibration or groundborne noise levels?* **X**

Discussion:

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that could generate excessive ground borne vibration or noise may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1l, 2, 3b, 15)

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* **X**

Discussion:

No impact. There are no public airports in the City of San Rafael planning area. The San Rafael Planning Area contains one private airport, the San Rafael Airport, which is located in the Smith Ranch area. The project does not propose any changes to the airport that would expose area residents to excessive noise levels.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. In reviewing potential development activities at San Rafael Airport, the application of these policies and programs may find that such activities would result in a significant environmental impact. The individual impacts of these types of activities will be assessed at the time of review for any specific project proposed at the San Rafael Airport.

(Sources: 1a, 1k, 1l, 2, 3b, 15)

XIV. POPULATION AND HOUSING

Would the project:

- a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The CCAP contains measures that are consistent with San Rafael's General Plan and would not result in increases in population nor accommodate population growth beyond that anticipated in the General Plan.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1a, 1b, 2, 4, 15)

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts from development and activities on a site that could result in the displacement of existing people or housing or the necessitate the construction of replacement housing may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1a, 1b, 2, 15)

XV. PUBLIC SERVICES

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause* **X**

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Discussion:

No impact. No changes are proposed to the San Rafael General Plan 2020 Safety Element that would impact fire protection or result in new Fire Department facilities.

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

(Sources: 1k, 2, 15)

Police protection? **X**

Discussion:

No impact. No changes are proposed to the San Rafael General Plan 2020 Safety Element that would impact police protection or result in new Police Department facilities.

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

(Sources: 1k, 2, 15)

Schools? **X**

Discussion:

No impact. No changes are proposed to the San Rafael General Plan 2020 that would impact schools or result in new school facilities.

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

(Sources: 1a, 1k, 2, 15)

Parks? **X**

Discussion:

No impact. No changes are proposed to the San Rafael General Plan 2020 that would impact parks or result in new park facilities.

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

(Sources: 1j, 2, 15)

Other public facilities? **X**

Discussion:

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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No impact. The CCAP contains measures that recommend improvements to public buildings, facilities and operations that are intended to reduce GHG emissions and increase sustainability. The adoption of these policies and programs would not have a direct impact on public facilities. However, implementing these recommended improvements to specific public buildings or facilities may result in significant aesthetic or noise impacts. As no specific project or improvement to a public building or facility is currently proposed, a site-specific impact cannot be analyzed. The individual impacts will be assessed at the time of specific project review.

(Sources: 1, 2, 15)

XVI. RECREATION

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* **X**

Discussion:

No impact. The project would not increase the use of existing parks within the San Rafael Planning Area. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

(Sources: 1j, 2, 15)

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* **X**

Discussion:

No impact. No changes are proposed to the San Rafael General Plan 2020 that would impact recreational facilities or result in new recreational facilities.

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The components contain policies and programs that are broadly applied citywide and are not site-specific.

(Sources: 1j, 2, 15)

XVII. TRANSPORTATION

- a) *Conflict with a program plan, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?* **X**

Discussion:

No impact. No amendments are proposed to the San Rafael General Plan 2020 Circulation Element that would result in changes to current circulation policies or standards. The proposed CCAP 2030 would be consistent with the adopted Circulation Element, as it proposes measures to reduce, rather than increase, air quality pollutants and GHG emissions by reducing vehicle miles traveled. The implementation and monitoring of the measures would, over time, reduce GHG emissions caused by vehicle miles traveled.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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The proposed CCAP 2030 includes recommendations such as improving the pedestrian/bicycle infrastructure, promoting transient-oriented development, supporting transit services, and encouraging Safe Routes to School and employee trip reduction programs. These measures which would complement, rather than conflict, with the transportation policies and programs of the San Rafael General Plan 2020.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1a, 1f, 1g, 2, 4, 8, 9, 15)

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Discussion:

No impact. See response to XVI.a. above. No amendments are proposed to the San Rafael General Plan 2020 Circulation Element that would result in changes to current circulation policies or standards. The proposed CCAP is projected to decrease vehicle miles traveled as compared to existing conditions and therefore should be presumed to have a less than significant transportation impact pursuant to CEQA Guidelines section 15064.3, subdivision (b).

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1a, 1f, 2, 15)

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The potential for an increase in hazards related to a design feature may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1, 2, 15)

d) *Result in inadequate emergency access?*

Discussion:

No impact. As discussed above the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The potential for an impact resulting from inadequate emergency access may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1, 2, 15)

XVIII. TRIBAL CULTURAL RESOURCES

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- | | | | |
|--------------------------|--------------------------|--------------------------|----------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--------------------------|--------------------------|--------------------------|----------|

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The potential for an adverse change in the significance of a tribal cultural resource may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1, 2, 15)

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*
- | | | | |
|--------------------------|--------------------------|--------------------------|----------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The potential for an adverse change in the significance of a tribal cultural resource may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project

- a. *Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- | | | | |
|--------------------------|--------------------------|--------------------------|----------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--------------------------|--------------------------|--------------------------|----------|

Discussion:

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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No impact. The project consists of an update of the CCAP that supports the Sustainability element. The CCAP would not accommodate growth beyond that anticipated by the General Plan. The CCAP does not propose any specific development projects that would increase wastewater generation, water demand, stormwater runoff, or natural gas demand. The CCAP contains measures intended to decrease water use (WC-C1 and WC-M1), decrease electricity and natural gas use (EE-C1, EE-C2, EE-C3, EE-C4, EE-C5, EE-M1, EE-M2, and EE-M3), and reduce stormwater runoff (SA-c1). Programs to increase adoption of electric vehicles and buses (LCT-C1 and LCT-C5) and to electrify existing appliances and building heating/ventilation/cooling systems (RE-C3) would increase electricity demand. However, the CCAP estimates that the increase in electricity demand from these programs (29,061,726 kWh annually by 2030) would be offset by the reduction in electricity use from energy efficiency programs identified in CCAP measure EE-C1 (41,677,625 kWh annually by 2030), thereby creating no additional net increase in electricity demand.

The proposed CCAP contains measures that are broadly applied citywide and are not site-specific. The potential for a significant effect from the construction of new utilities and service systems may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis, such as the construction of residential and commercial solar and other renewable energy systems. The individual impacts of these types of activities will be assessed at the time of specific project review.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1g, 2, 4, 10, 15)

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?* **X**

Discussion:

No impact. No activities are proposed that would impact current water supplies or result in insufficient water supplies. In fact, the CCAP contains measure WC-C1 that is intended to decrease water use by: promoting water conservation programs and incentives; educating residents and business about laws requiring retrofit of non-compliant plumbing fixtures during remodeling and at resale; ensuring all applicable projects project comply with State and Marin Municipal Water District regulations; and encouraging the installation of greywater and rainwater collection systems and the use of recycle water. The CCAP also contains measure WC-M1, which would reduce indoor and outdoor water use in municipal facilities and operations.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1g, 1k, 2, 4, 10, 15)

- c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* **X**

Discussion:

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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No impact. No activities are proposed that would impact current wastewater capacity or result in the need to expand existing wastewater facilities. In fact, as described in XIX.b, the CCAP contains measures intended to decrease water use.

(Sources: 1g, 1k, 2, 4, 15)

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Discussion:

No impact. No activities are proposed that would generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction.

In fact, the proposed CCAP would be consistent with the adopted Marin County Solid Waste Management Plan, as it proposes measures to reduce, rather than increase, waste through support of zero waste and related recycling actions. CCAP measures WR-C1 Commercial Organic Waste, WR-C2 Residential Organic Waste, WR-C3 Construction & Demolition Debris and Self-Haul Waste, WR-C4 Mandatory Waste Diversion, WR-C6 Extended Producer Responsibility, WR-M1 Waste from Public Facilities and WR-M2 Waste from City Operations would reduce the amount of solid waste and divert solid waste from landfills.

The proposed CCAP contains measures that are broadly applied citywide and are not site-specific. The potential to generate solid waste in excess of the capacity of the local infrastructure may be realized or determined when the policies or programs are considered and applied on a site-specific or project-specific basis, such as the construction of solid waste processing infrastructure to remove recoverable materials from the waste stream. The individual impacts of these types of activities will be assessed at the time of specific project review.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1g, 1k, 2, 4, 11, 15)

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Discussion:

No impact. See response to XIX.d above. The CCAP waste reduction measures support State laws by conducting outreach to businesses subject to AB 1826 (CCAP measure WR-C1) and adopting an ordinance requiring mandatory subscription to and participation in waste diversion activities, including recycling and organics collection provided by the City's waste hauler, Marin Sanitary Service. The CCAP measures support waste reduction targets consistent with mandates established by SB 1383, i.e., a 50% reduction in the disposal of organic waste by 2020 and a 75% diversion reduction in the disposal of organic waste by 2030.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

The proposed CCAP 2030 includes recommendations to adopt a Zero Waste Plan, Construction & Demolition Debris Ordinance, a Multiple Family Residential and Commercial Recycling Ordinance and a Residential Food Waste Compost Program, which would reduce solid waste production and less reliance on landfill waste disposal.

(Sources: 1g, 1k, 2, 4, 11, 12, 12, 13, 15)

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts that may impair an adopted emergency response plan or emergency evacuation plan may be realized or determined when the policies or programs are considered and applied to a site-specific project or activity. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts associated with wildfire risks may be realized or determined when the policies or programs are considered and applied to a project or activity, on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

Discussion:

No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts associated with fire risks from the installation or maintenance of infrastructure may be realized or determined when the policies or programs are considered and applied to a site-specific. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|----------|
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|----------|

Discussion:

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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No impact. The project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. Potential environmental impacts associated with flooding and landslide risks from wildfire may be realized or determined when the policies or programs are considered and applied to a site-specific. The individual impacts of these types of activities will be assessed at the time of specific project review.

(Sources: 1k, 2, 15)

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range or a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The potential for an impact that substantially degrades the quality of the environment or substantially reduces the habitat of a fish or wildlife species may be realized or determined when the measures are considered and applied on a site-specific or project-specific basis. The individual impacts of these types of activities will be assessed at the time of specific project review.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1-20)

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?* **X**

Discussion:

No impact. As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific. The plan would not result in impacts that would be cumulatively considerable. In fact, the measures presented in the proposed CCAP 2030 would ultimately reduce cumulative GHG emissions and pollutants, as required by AB 32, SB 32 and SB 375.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1-20)

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Discussion:

As discussed above, the project consists of an update of the CCAP that supports the Sustainability element. The plan contains measures that are broadly applied citywide and are not site-specific.

See discussion in Section D (Environmental Analysis), which summarizes and compares the General Plan EIR impacts and mitigation measures with this proposed project. This comparison finds that the proposed project would not: a) result in any new impacts; b) increase the severity of impacts; or c) result in new or revised mitigation measures from those presented in the General Plan EIR.

(Sources: 1-20)

G. SOURCE REFERENCES

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, memorandums and letters are on file with the City of San Rafael Department of Community Development. References to Publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

1	San Rafael General Plan 2020, adopted November 15, 2004, includes following: a. Land Use b. Housing c. Neighborhoods d. Community Design e. Economic Vitality f. Circulation g. Infrastructure h. Governance i. Culture and Arts j. Parks and Recreation k. Safety l. Noise m. Open Space n. Conservation o. Air and Water Quality p. Sustainability
2	San Rafael General Plan 2020 (certified) Environmental Impact Report; Nichols-Berman, Environmental Consultants; August 2004
3	San Rafael Municipal Code a. Title 14, Zoning; May 1996 b. Title 8, Section 8.13, Noise c. Title 15, Subdivisions d. Title 12, Building Regulations
4	Draft San Rafael Climate Change Action Plan 2030
5	San Rafael Historical/Architectural Survey, Charles Hall Page and Associates, Inc. and City of San Rafael Cultural Affairs Department, updated September 1986.
6	City of San Rafael Archaeology Sensitivity Map and PastFinder Sensitivity Map System, adopted October 2001.
7	Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), revised January 3, 1997 and updated May 2009.
8	City of San Rafael Bicycle/Pedestrian Master Plan, 2018 Update; adopted 2018
9	FHA's Non-Motorized Transportation Pilot Program (NTPP); 2009
10	MMWD Ordinance 421 (Water Conservation); 2010
11	Redwood Landfill Solid Waste Facilities Permit
12	State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, "Marin County Important Farmland 2016" map
13	Bay Area Air Quality Management District, "Spare the Air Cool the Climate," Final 2017 Clean Air Plan, adopted April 19, 2017
14	MCE, 2019 Integrated Resource Plan, approved November 1, 2018
15	General knowledge and information regarding the San Rafael Planning Area
16	California Air Resources Board, "California's 2017 Climate Change Scoping Plan" November 2017.

17	California Department of Finance, "P-1: State Population Projections 2010-2060."
18	California Department of Transportation, "California County-Level Economic Forecast 2018-2050," September 2018.
19	Marin Climate and Energy Partnership, "San Rafael Community and Government Operation Greenhouse Gas Inventory for 2016", December 2018.
20	California Department of Water Resources, SGMA Basin Prioritization Dashboard, Final 2018 (Unmodified Basins), accessed 2/11/19

RESOLUTION NO. ____

**RESOLUTION OF THE SAN RAFAEL CITY COUNCIL ADOPTING THE
SAN RAFAEL CLIMATE CHANGE ACTION PLAN 2030 (CITY FILE #P19-003)**

WHEREAS, on April 20, 2009, the San Rafael City Council adopted Resolution No. 12725 adopting the San Rafael Climate Change Action Plan (CCAP), which included programs to reduce greenhouse gas emissions; and

WHEREAS, on July 18, 2011, the San Rafael City Council adopted Resolution No. 13213 adopting a Greenhouse Gas Reduction Strategy consistent with the Bay Area Air Quality Management District (BAAQMD) adopted Air Quality Guidelines for administration of the California Environmental Quality Act (CEQA), which establish criteria for analysis of greenhouse gas emission impacts associated with new development projects; and

WHEREAS, California's Executive Order S-3-05 established a progressive series of statewide greenhouse gas reduction targets including a goal to reduce greenhouse gas emissions to 1990 levels by 2020, and to reduce emissions to 80 percent below 1990 levels by 2050; and

WHEREAS, in 2006, California adopted the Global Warming Solutions Act (Assembly Bill 32), which requires the State to reduce statewide greenhouse gas emissions to 1990 levels by 2020; and

WHEREAS, in 2015, California's Executive Order B-30-15 set a greenhouse gas emissions reduction goal of 40 percent below 1990 levels by 2030 and reaffirmed the 2050 goal to reduce emissions 80 percent below 1990 levels by 2050; and

WHEREAS, in 2016, California adopted Senate Bill 32, which requires the State to reduce statewide greenhouse gas emissions to 40 percent below 1990 levels by 2030; and

WHEREAS, in November 2017, the California Air Resources Board (CARB) adopted California's 2017 Climate Change Scoping Plan, which lays out a strategy to achieve California's 2030 greenhouse gas target. In the Scoping Plan, CARB recommends that local governments adopt greenhouse gas reduction goals that align with statewide targets for 2030 and 2050 and develop plans to achieve the local goals; and

WHEREAS, the California Environmental Quality Act (CEQA) allows local governments to use sufficiently detailed and adequately supported greenhouse gas (GHG) reduction plans to streamline project-level environmental review. Under CEQA, individual projects that comply with the strategies and actions within an adequate local GHG reduction plan, including Climate Action Plans, can streamline the project-specific GHG analysis; and

WHEREAS, the City of San Rafael has prepared the San Rafael Climate Change Action Plan 2030 (CCAP 2030) as an update of the 2009 Climate Change Action Plan and the 2011 Greenhouse Gas Reduction Strategy in order to incorporate new

information and develop a set of local climate action measures to address the statewide reduction targets established by Senate Bill 32 and Executive Order B-30-15; and

WHEREAS, the draft CCAP 2030 has been distributed to the Bay Area Air Quality Management District (BAAQMD) for review and comment. BAAQMD staff has reviewed and commented on the strategy, and revisions have been made to address these comments; and

WHEREAS, following the completion of the draft CCAP 2030, the City commenced with environmental review of the project. Consistent with the California Environmental Quality Act (CEQA) Guidelines and the City of San Rafael Environmental Assessment Procedures Manual, the appropriate steps were followed to complete environmental review of the project. As the quantitative analysis contained in the CCAP 2030 relies on the development projections of the General Plan 2020, the General Plan 2020 certified Final Environmental Impact Report (General Plan 2020 FEIR) was used as a base for environmental review. "Tiering" from the General Plan 2020 FEIR is appropriate and consistent with CEQA Guidelines Section 15152. This review included: a) review of the General Plan 2020 FEIR to determine if it adequately assesses the environmental impacts of the project; and b) the preparation of an Initial Study to determine if the project would result in new significant impacts, an increase in the severity of the impacts, or new or expanded mitigation measures from those analyzed and determined in the General Plan 2020 FEIR. As a result of this review, it was determined that the CCAP 2030 would not result in new significant impacts, an increase in the severity of impacts, or new or expanded mitigation measures from those analyzed and determined in the General Plan 2020 FEIR. In fact, the CCAP 2030 would aid in reducing air pollutants further than those projected in the General Plan 2020 FEIR. Consequently, an Addendum to the General Plan 2020 FEIR (Addendum No. 4) was prepared and has been adopted by the City Council; and

WHEREAS, the custodian of documents which constitute the record of proceedings upon which this decision is based is the Community Development Department;

NOW, THEREFORE, BE IT RESOLVED, that the City Council adopts the San Rafael Climate Change Action Plan 2030 dated April 23, 2019 on file in the Community Development Department. This adoption is based on and supported by the following findings:

1. The public interest would be served by the adoption of the CCAP 2030 in that it provides tangible and feasible measures for reducing greenhouse gas emissions in San Rafael. The implementation of the strategy would be in the best interest of the public and community as it would effectively decrease greenhouse gas emissions by: a) placing less reliance on the use and consumption of fossil fuel and non-renewable resources; b) supporting programs that provide sustainable alternatives to energy use and consumption; c) reducing vehicle miles by promoting transit-oriented development and the use of transit, biking, and walking; and d) promoting support for local-based businesses and activities.

2. As drafted, the CCAP 2030 would be consistent with the General Plan 2020, specifically the Sustainability Element, as it would provide an effective tool for implementing and monitoring greenhouse gas emissions.
3. The CCAP 2030 has been prepared consistent with the standard elements and requirements set forth in CEQA Guidelines Section 15183.5 which states that a plan for the reduction of greenhouse gas emissions should: 1) quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area; 2) establish a level, based on substantial evidence, below which the contribution to greenhouse gas emission from activities covered by the plan would not be cumulatively considerable; 3) identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area; and 4) specify measures or a group of measures, including performance standards, that substantial evidence demonstrates if implemented on a project-by-project basis would collectively achieve the specified emissions level; and 5) be adopted in a public process following environmental review.
4. As drafted, the CCAP 2030 would be consistent with the California Global Warming Solutions Act (Assembly Bill 32), Senate Bill 32, and the California Air Resources Board's 2017 Scoping Plan as it provides tangible and feasible measures for achieving the goals for reducing greenhouse gas emissions by 2020 and 2030 and puts the City on a trajectory to meet the 2050 goal.

I, LINDSAY LARA, Clerk of the City of San Rafael, hereby certify that the foregoing resolution was adopted at a regular meeting of the City Council on the 6th day of May 2019.

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

LINDSAY LARA, City Clerk



SAN RAFAEL

THE CITY WITH A MISSION








CLIMATE CHANGE ACTION PLAN 2030

Final Draft



APRIL 23, 2019

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SECTION 1: INTRODUCTION

What's a Climate Action Plan?

A Climate Action Plan (CAP) is a tool that any organization can use to develop the programs and actions needed to reduce greenhouse gas emissions (GHGs), which are the pollutants that cause climate change. Generally, these CAPs are focused on this *'mitigation'* aspect of climate change, but some also lay out a strategy for *'adaptation'*, or how the organization will plan to deal with the effects of climate change such as sea level rise, or increased flooding, heat waves, and wildfires. San Rafael's CAP is called the Climate Change Action Plan and mainly deals with mitigation.

Background

San Rafael has a rich history of climate action and environmental protection. Mayor Al Boro signed on to the Mayor's Climate Protection Agreement in 2006. The first Climate Change Action Plan was adopted in 2009. San Rafael received the first state-wide [Beacon Award](#) for Sustainability by the Institute for Local Government in 2013. Several hundred citizens volunteer on behalf of the environment each year, totaling thousands of hours of volunteer work worth hundreds of thousands of dollars in in-kind contributions. San Rafael has thousands of acres of open space and parks and is a [Tree City USA](#) community. These are just a few of the actions and programs San Rafael has undertaken over the years.

In 2017 the City Council identified updating the Climate Change Action Plan as a high priority in the annual Sustainability Priorities. A 20-member Green Ribbon Working Group was identified by Councilmember Kate Colin, the City Manager's Office, and the President of Sustainable San Rafael. This Working Group included people from various neighborhoods, businesses, high schools, and organizations in order to get a diverse set of voices and perspectives. Throughout the year they participated in a series of meetings with subject matter experts to develop measures for each section of the Plan. Throughout the summer of 2018, the City solicited input from a variety of community members through meetings, pop-up events at community gathering spots, online surveys, a business mixer, and in-person surveys at organizations and activities. This has all been synthesized into the following Plan.

There is broad scientific agreement that to stave off the worst effects of climate change, communities will need to reduce their greenhouse gas emissions by 80% below 1990 levels by the year 2050. But time is of the essence. We are already seeing the effects of climate change locally and throughout the world with hotter temperatures, more severe storms, and more volatile and unpredictable weather. San Rafael has met the State GHG reduction target for 2020 and is on track to meet its more stringent local target by 2020. These emissions come from residents, businesses, and visitors, with only less than 1% coming from government operations and facilities. Recently, the State of California set interim reduction

targets of 40% below 1990 levels by 2030 to stay on track. This updated Plan, coming from broad community input, sets out a road map to do just that. We're all in this together; we can do this.



San Rafael's Beacon Award, the first-ever in the State, given by the Institute for Local Government in 2013. 2013 Councilmembers Damon Connolly & Barbara Heller, Mayor Gary Phillips, and Councilmember Andrew McCullough.

What's Been Done So Far: San Rafael Actions

San Rafael businesses, agencies, and residents have been at the forefront of mitigation efforts such as renewable energy, low-carbon transportation, composting, and water conservation. In 2010 Marin Clean Energy was adopted by the City of San Rafael and most electricity users went immediately to purchasing 50% carbon-free electricity for their homes and businesses. San Rafael was one of the first communities to participate in curbside recycling thanks to Marin Sanitary Service's (MSS) forward-thinking owners. In 2014 MSS and Central Marin Sanitation Agency began converting food scraps into energy through their innovative Food to Energy project. By the end of the 2011-2017 drought, San Rafael water users reduced their water consumption by an average of approximately 17%. And in 2017, Marin Municipal Water District began purchasing 100% renewable Deep Green electricity from MCE Clean Energy, which reduced San Rafael resident and businesses' water-related greenhouse gas emissions dramatically.

The City of San Rafael has implemented 40 of the 48 measures in the original Climate Change Action Plan, completing the majority of those that could be completed and moving most of the rest into an ongoing implementation status. Most measures will need to be continued in order to continue to get emissions reductions! (See *Appendix C for the complete list.*)

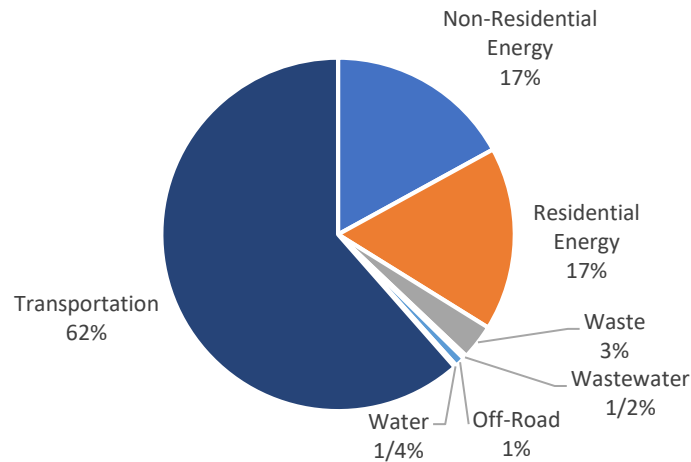


MARIN SANITARY SERVICE'S FOOD TO ENERGY PROGRAM IN CONJUNCTION WITH CENTRAL MARIN SANITATION AGENCY TURNS FOOD SCRAPS INTO ENERGY AND FUELS 100% OF CMSA'S ELECTRICITY USE.

Where We Are At: Emissions Trend and Status

The City prepares an annual community-wide greenhouse gas inventory to track emissions in seven sectors: residential energy, commercial energy, transportation, off-road vehicles and equipment, waste, water and wastewater. As shown in Figure 1, the majority of emissions come from vehicle trips generated by San Rafael residents and businesses. Community emissions totaled 473,440 metric tons of carbon dioxide equivalents (MTCO_{2e}) in 2005. By 2016, emissions had dropped to 389,035 MTCO_{2e}, an 18% reduction. This is well below the State target for San Rafael, which is 15% below baseline (2005) emissions by 2020, and the trendline shows that emissions are on track to meet the City's local reduction target of 25% below 2005 levels by 2020. While emissions declined in almost all sectors, the largest reductions were due to energy conservation and efficiency, a reduction in the carbon intensity of electricity, and improvements to vehicle fuel efficiency. Emissions from City operations, which make up less than 1% of community-wide emissions, fell 16% by 2016. For more details, see the City's latest Greenhouse Gas Emissions Inventory.

FIGURE1: COMMUNITY EMISSIONS BY SECTOR, 2016

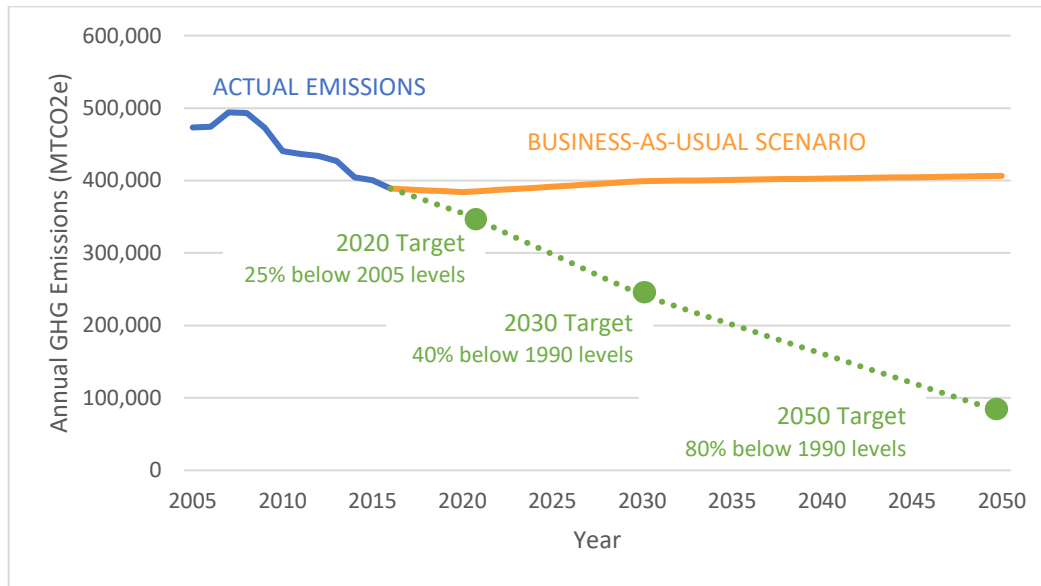


Emissions Forecast and Reduction Targets

The Climate Change Action Plan includes a “business-as-usual” (BAU) forecast in which emissions are projected in the absence of any policies or actions that would occur beyond the base year to reduce emissions. The forecasts are derived by “growing” (increasing) 2016 emissions using forecasted changes in population, number of households, and jobs according to projections developed by the Association of Bay Area Governments. Transportation emissions are projected utilizing data provided by the Metropolitan Transportation Commission, which incorporate the vehicle miles traveled (VMT) reductions expected from the implementation of [Plan Bay Area 2020](#) and the [Regional Transportation Plan](#) adopted in 2017. Emissions are expected to rise about 2.4% by 2030 and 3.3% by 2040. Although the regional agencies have not made official projections for 2050, continuing the trendline suggests emissions would reach approximately 405,530 MTCO_{2e} by 2050 under the BAU forecast.

The Climate Change Action Plan establishes targets similar to the State’s goals to reduce emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. In San Rafael, that means emissions would need to drop to 241,455 MTCO_{2e} by 2030 and 80,485 MTCO_{2e} by 2050. The Plan lays out measures that will exceed the 2030 target and put the City on a trajectory to meet the 2050 goal. The community emissions trend, forecast and targets are shown in Figure 2 below.

FIGURE 2: EMISSIONS TREND, FORECAST AND TARGETS



Our Carbon Footprint

The Bay Area Air Quality Management District (BAAQMD) and U.C. Berkeley developed a [Consumption-Based Inventory](#) to better understand how our purchasing habits contribute to global climate change. A consumption-based inventory includes emission sources that don't get counted in the typical "in-boundary" GHG inventory, as well as other items that are difficult to quantify like airplane travel and upstream emissions from the production, transport and distribution of food and household goods. Figure 3 shows the results of the consumption-based inventory for San Rafael households. According to this inventory, the average San Rafael household generates 44 MTCO₂e per year. As a comparison, the City's community-wide emissions of 389,035 MTCO₂e works out to about 17 MTCO₂e per household. In essence, our consumption drives climate change more than anything and although San Rafael is meeting its state targets for strict "in-boundary" emissions reductions, we as a community have a long way to go. For more information on this and to see carbon footprints by census tract, visit the [SF Bay Area Carbon Footprint Map](#). To learn how to measure and reduce your household carbon footprint, check out our local [Resilient Neighborhoods](#) program.

FIGURE 3: AVERAGE SAN RAFAEL HOUSEHOLD CARBON FOOTPRINT



This graph shows the relative impact of all the sources of emissions that make up a household carbon footprint. *Source: CoolClimate Network*

State Pillars & DRAWDOWN: Marin

San Rafael doesn't exist in a vacuum. While we are leveraging or trying to combat regional, state-wide, national and even international actions and trends, we also have the ability and responsibility to collaborate with other efforts and campaigns. San Rafael is known for collaborating and it's our collective imagination and cooperative efforts that make San Rafael such a successful and wonderful place to be. If you've ever been to a San Rafael City Council meeting or Climate Change Action Plan quarterly forum you will know this first-hand.

The State of California established the [Six Pillars](#) framework in 2015 when Governor Jerry Brown was inaugurated for his second term as governor. These include (1) reducing today's petroleum use in cars and trucks by up to 50%; (2) increasing from one-third to 50% our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy: Safeguarding California. The measures contained in this Climate Change Action Plan are designed to support and implement the Six Pillars and the goals of [California's 2017 Climate Change Scoping Plan](#) on a local level.

CALIFORNIA CLIMATE STRATEGY

An Integrated Plan for Addressing Climate Change



VISION

**Reducing Greenhouse Gas Emissions
to 40% Below 1990 Levels by 2030**

GOALS



IMAGE: CALIFORNIA'S 6 PILLARS CLIMATE STRATEGY

The County of Marin, noting the need for all residents and businesses to actively reduce emissions and plan for climate adaptation has created an engagement framework based on the research and book by local author, entrepreneur, and environmentalist [Paul Hawken](#) called [DRAWDOWN: Marin](#).

DRAWDOWN: Marin is a comprehensive, science-based, community-wide campaign to do our part to slow the impacts of climate change. It is an effort to recognize our need to reduce our "carbon footprint" and to provide a road map to doing so. Like the State's Six Pillars, there are six areas of focus: (1) 100% Renewable Energy, (2) Low-Carbon Transportation, (3) Energy Efficiency in Buildings and Infrastructure, (4) Local Food and Food Waste, (5) Carbon Sequestration, and (6) Climate Resilient Communities.



IMAGE: DRAWDOWN: MARIN

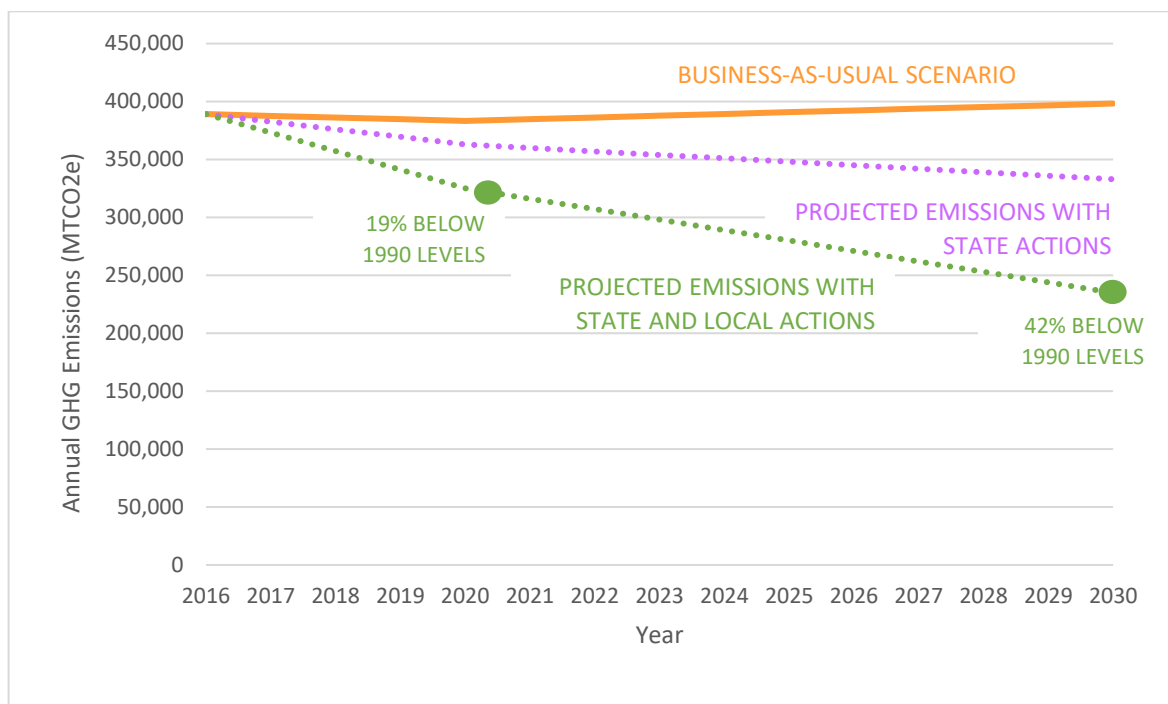
Actions to Reduce Greenhouse Gas Emissions

The Climate Change Action Plan includes a variety of regulatory, incentive-based and voluntary strategies that are expected to reduce emissions from both existing and new development in San Rafael. Several of the strategies build on existing programs while others provide new opportunities to address climate change. State actions will have a substantial impact on future emissions. Local strategies will supplement these State actions and achieve additional GHG emissions reductions. Successful implementation will rely on the combined participation of City staff along with San Rafael residents, businesses and community leaders.

The following sections identify the State and local strategies included in the Climate Change Action Plan to reduce emissions in community and government operations. Emissions reductions are estimated for each strategy; combined, they show that the City could reduce emissions 19% below 1990 levels by 2020 (equivalent to 31% below 2005 levels), and 42% below 1990 levels by 2030, which is enough to surpass the City and State goals for those years. Community emissions are projected to be 233,920 MTCO₂e in 2030 with all State and local actions implemented, while the reduction target is 241,455 MTCO₂e.¹ As shown in Figure 4, State actions represent about 40% of the reduction expected through implementation of the Climate Change Action Plan while local actions represent about 60%.

¹ Some of the local measures included in the plan – specifically, LCT-C10, EE-C2, EE-C3, EE-C4 and WR-C5 – are actions that may be taken after additional study and analysis is undertaken. Estimated GHG reductions from these measures total 5,090 MTCO₂e. Excluding these measures results in community emissions of 239,941 MTCO₂e in 2030, which is still lower than the reduction target of 241,455 MTCO₂e.

FIGURE 4: CUMULATIVE IMPACT OF REDUCTION STRATEGIES



Summary of State Actions

The Climate Change Action Plan incorporates State reduction strategies that have been approved, programmed and/or adopted and will reduce local community emissions from 2016 levels. These programs require no local actions. As such, the State actions are first quantified and deducted from projected community emissions in order to provide a better picture of what still needs to be reduced at the local level to get to the overall reduction targets. State actions and emissions reductions are shown in Table 1 and detailed in the appendix.

TABLE 1: EMISSIONS REDUCTIONS FROM STATE ACTIONS

State Action	Emissions Reductions by 2030 (MTO ₂ e)
Light and Heavy-Duty Vehicle Regulations	56,880
Renewable Portfolio Standard	4,540
Title 24 Energy Efficiency Standards	2,870
Lighting Efficiency	980
Residential Solar Water Heaters	30
Total	65,300

Note: Numbers may not total due to rounding.

Summary of Local Strategies

The local mitigation measures presented in the following sections, and as summarized in Table 2 below, achieve greenhouse gas emissions reductions in the community of approximately 37,800 MTCO₂e in 2020 and 98,085 MTCO₂e in 2030.

TABLE 2: LOCAL EMISSIONS REDUCTION STRATEGIES

Strategy	GHG Reductions by 2030 (MTCO ₂ e)	Percent of Reductions
Low Carbon Transportation	37,030	38%
Energy Efficiency	18,280	19%
Renewable Energy	31,925	33%
Waste Reduction	10,025	10%
Water Conservation	830	1%
Sequestration and Adaptation	n/a	n/a
Community Engagement	n/a	n/a
Implementation and Monitoring	n/a	n/a
Total	98,085	100%

Note: Percentages may not total 100% due to rounding.

These local strategies will be detailed in the following sections. Together, the projected reductions from State and local actions total 163,385 MTCO₂e by 2030. Community emissions are projected to be 234,850 MTCO₂e in 2030 with the full implementation of the CCAP. This is 42% below 1990 levels and exceeds the reduction target set by the State.

SECTION 2: MEASURES

Local Measures to Reduce Greenhouse Gas Emissions

Each of the following sections provide a summary table of local measures and associated GHG reductions, followed by a description of the specific actions the City will undertake to implement each measure. The methodologies and implementation targets used to calculate emissions reductions are described in the appendix. Sometimes, there is no direct or reliable way to estimate GHG savings for a particular measure or the savings are embedded in another measure. In this case, the GHG reduction is identified as “not applicable” or “n/a.” For example: Community Engagement is essential for success in many of the measures set forth throughout the Plan but counting savings in this section would then be double-counting savings from other measures such as those in Low Carbon Transportation or Energy. People need to know about a program to take advantage of it, but the actual emissions reductions will come from participating in the program itself. Therefore, the savings is counted for that program.

Economy and Social Equity

Cities deal with a wide array of issues and pressures and must take all these issues into account when budgeting resources and balancing priorities. Housing, business retention, health and safety, and traffic congestion are some examples. Climate action can address these problems or make them worse, depending on how they are approached. A major theme in the Working Group deliberations and community feedback was around unintended consequences and making sure that measures and programs benefitted the most, not just a few. Sustainability has been described as a three-legged stool, pointing to the need to address not just the environment, but the economy and social equity as well.

One definition of social equity is the “just and fair inclusion into a society in which all can participate, prosper, and reach their full potential” (PolicyLink). Equity is the means to ensure equality for all. An example of how that might work with climate action measures is with energy efficiency. Giving rebates to homeowners to swap out inefficient appliances helps reduce energy consumption and therefore greenhouse gas emissions. But if financial incentives are only available to those with means to purchase new appliances it leaves out a section of the community without means. Programs such as the [Green and Healthy Homes Initiative](#) acknowledges this and works with landlords to upgrade common areas of apartment complexes with the commitment to provide free appliance and building envelope upgrades to renters so that there is a double benefit. First, the property owner can see energy reductions, and second the renter can not only see energy reductions but can also enjoy a healthier home environment, often by increasing comfort, decreasing health hazards such as mold, and providing more reliable appliances.

The economy is the driver of prosperity and equity in a city and provides the revenue necessary for local government to enact programs that are beneficial to the whole community. Half of our community-wide emissions come from the business and commercial sector. But increased regulation can have the unintended consequence of driving up costs, deterring innovation and job growth, and stagnating

business development. However, many measures related to climate action can also have significant return on investment and end up being great business prospects. There is a delicate balance between mandating, incentivizing, and enabling businesses to reduce greenhouse emissions. On the flip side, there is great potential to work together to ensure a robust low-carbon economy that creates good jobs and benefits the whole community. California as a whole is a great example: State emissions have declined 9% since 2006, while the economy has grown 16%.

Throughout the following measures, care was taken to avoid unintended consequences for our under-represented and disadvantaged community members, as well as our business sector, and to enhance the opportunity for equity and prosperity. It is important to consider and include our diverse community members and business interests in the development and implementation of the measures in this plan.



LOW CARBON TRANSPORTATION

38% of potential reductions

More than 60% of San Rafael’s community emissions comes from transportation, and up until the recent commercial success of electric vehicles, it’s been hard to see how we were going to reduce transportation emissions. Sure, improvements in fuel efficiency have driven emissions down – the passenger vehicle fleet in Marin County is about 17% more fuel efficient than it was ten years ago – but vehicle miles traveled by passenger vehicle trips starting and/or ending in San Rafael have actually gone up about 2% over the same period. Surveys show that alternative transportation rates have hardly budged over the years, despite improvements in the bicycle and pedestrian network and public information campaigns to get people to carpool, bicycle, walk and take transit.

All of that is now changing with the viability of zero emission vehicles (ZEVs), especially here in San Rafael where electricity is pretty clean and expected to get cleaner. ZEVs include all-battery as well as plug-in hybrid vehicles. Marin County is a leader in ZEV adoption rates – second only to Santa Clara County – and ZEVs already comprise about 2% of all registered passenger vehicles in Marin. Our plan is to increase that rate to 25% by 2030 by building out the EV charging infrastructure and encouraging ZEV ownership through incentives, public education, and development requirements. This is an aggressive target, but one that complements the State’s goal to put 5 million ZEVs on the road by 2030. Improvements in battery and charging technology, expected cost reductions, and automakers’ commitments to significantly expand ZEV offerings point to an all-electric future. Of course, new cars are typically out of the reach of low-income household budgets, but programs that incentivize used EV car purchases and installation of EV chargers in lower-income neighborhoods can help ensure the benefits of EV ownership are shared by all. That said, we can’t rely on ZEV’s alone to meet our transportation reductions; reducing congestion, enabling better biking and walking opportunities, and incentivizing public transit all carry co-benefits and can be enjoyed by all.

What You Can Do

- #1 Drive an all-electric or plug-in hybrid vehicle.
- #2 Bike, walk or take transit whenever possible.
- #3 Shut your car off when waiting in line at the ATM or school pick up/drop off lane.
- #4 Better yet, have your child walk or bike to school.
- #5 Use an electric leaf blower and lawn mower.

The City will take the following actions to reduce emissions from transportation sources.

TABLE 3: LOW CARBON TRANSPORTATION MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
LCT-C1	Zero Emission Vehicles	30,345	83%
LCT-C2	Bicycling	1,910	5%
LCT-C3	Walking	575	2%
LCT-C4	Safe Routes to School	320	1%
LCT-C5	Public Transit	1,035	3%
LCT-C6	Employee Trip Reduction	1,030	3%
LCT-C7	Parking Requirements	55	<1%
LCT-C8	Traffic System Management and Vehicle Idling	1,075	3%
LCT-C9	Smart Growth Development	n/a*	n/a
LCT-C10	Electric Landscape Equipment	110	<1%
TOTAL		36,455	100%

**Emissions reductions due to smart growth development are embedded in vehicle miles traveled projections utilized in the development of the emissions forecast. In order to avoid double-counting, they are not included here.*

LCT-C1: Zero Emission Vehicles

Develop a Zero Emission Vehicle Plan that will result in 25% of passenger vehicles in San Rafael to be zero emission vehicles (ZEVs), including plug-in electric vehicles (EVs) and hydrogen fuel cell electric vehicles, by 2030. Incorporate the following actions in the plan as feasible:

- a. Provide free parking for ZEVs at City parking lots and metered parking spaces.
- b. Provide wayfinding signage to public EV chargers.
- c. Work with PG&E and other entities to identify multi-family and workplace charging sites appropriate for available incentive programs, such as EV Charge Network.
- d. Participate in a countywide effort by MCE, PG&E and others to provide rebates for new or used electric vehicles and/or charging stations.
- e. Pursue opportunities to expand the City’s EV charging network through innovative programs, such as installing chargers at existing streetlight locations.
- f. Require new and remodeled commercial and multi-family projects to install a minimum number of electric vehicle chargers for use by employees, customers, and residents.
- g. Require new and remodeled single-family and multi-family projects to install electrical service and conduits for potential electric vehicle use.
- h. Consider requiring new and remodeled gas stations to provide EV fast chargers and hydrogen fueling stations.
- i. Participate in regional efforts and grant programs to encourage widespread availability of EV charging stations.
- j. Target policies to support ZEV adoption, including used vehicles, in low income and disadvantaged communities.
- k. Participate in programs to promote EV adoption, including "Drive an EV" events and other media and outreach campaigns.

- l. Encourage or require, as practicable, ride hailing and delivery service companies to utilize zero emission vehicles.
- m. Promote adoption of electric bicycles, scooters and motorcycles.

LCT-C2: Bicycling

Encourage bicycling as an alternative to vehicular travel through outreach channels and partner agencies. Establish and maintain a system of bicycle facilities that are consistent with the City's Bicycle and Master Pedestrian Plan and Complete Streets policies.

- a. Provide bicycle racks and lockers for public use.
- b. Participate in a bike share program.

LCT-C3: Walking

Encourage walking as an alternative to vehicular travel through outreach channels and partner agencies. Establish and maintain a system of pedestrian facilities that are consistent with the City's Bicycle and Pedestrian Master Plan and Complete Streets policies.

LCT-C4: Safe Routes to School

Continue to support the Safe Routes to School Program and strive to increase bicycling, walking, carpooling, and taking public transit to school.

- a. Promote school and student participation.
- b. Identify issues associated with unsafe bicycle and pedestrian facilities between neighborhoods and schools, apply for Safe Routes to School grants, and execute plans to improve pedestrian and bicycle facilities.

LCT-C5: Public Transit

Support and promote public transit by taking the following actions:

- a. Work with Marin Transit and Golden Gate Transit to maximize ridership through expansion and/or improvement of transit routes and schedules.
- b. Work with SMART, TAM, employers and others to provide first and last mile programs to maximize utilization of the train, including shuttle buses.
- c. Support the development of an attractive and efficient multi-modal transit center and provide safe routes to the transit center that encourage bicycle and pedestrian connections.
- d. Support a "Yellow School Bus" program and student use of regular transit to reduce school traffic.
- e. Encourage transit providers, including school buses, to use renewable diesel as a transition fuel and to purchase electric buses whenever replacing existing buses.

LCT-C6: Employee Trip Reduction

Reduce vehicle miles traveled commuting to work through the following actions:

- a. Work with the Transportation Authority of Marin, the Metropolitan Transportation Commission, and the Bay Area Air Quality Management District (BAAQMD) to promote transportation demand programs to local employers, including rideshare matching programs, vanpool incentive programs, emergency ride home programs, telecommuting, transit use discounts and subsidies,

showers and changing facilities, bicycle racks and lockers, and other incentives to use transportation other than single occupant vehicles.

- b. Update the City's Trip Reduction Ordinance to reflect the most recent BAAQMD regulations and to increase the number of employers subject to the ordinance.
- c. Embark on a behavior change and educational campaign to encourage employees to reduce vehicle trips.

LCT-C7: Parking Requirements

Promote a walkable city by reducing parking requirements wherever feasible. Allow new development in the Downtown area to reduce minimum parking requirements by 20 percent from current levels. Elsewhere, reduce parking requirements based on robust transportation demand programs and proximity and frequency of transit services. Encourage unbundling of parking costs.

LCT-C8: Traffic System Management and Vehicle Idling

- a. Implement signal synchronization to minimize wait times at traffic lights and to reduce congestion through increased traffic flow.
- b. Utilize intelligent traffic management systems to improve traffic flow and guide vehicles to available parking.
- c. Encourage drivers and autonomous vehicles to limit vehicle idling through implementing behavior change and engagement campaigns.
- d. Investigate adopting an ordinance to regulate idling beyond State requirements.

LCT-C9: Smart Growth Development

Prioritize infill, higher density, transit-oriented, and mixed-use development.

LCT-C10: Electric Landscape Equipment. Encourage the use of electric landscape equipment instead of gasoline-powered equipment through engagement campaigns.

TABLE 4: LOW CARBON TRANSPORTATION MEASURES TO REDUCE GOVERNMENT OPERATIONS EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO _{2e})	Share of Reductions
LCT-M1	Zero and Low Emission City Vehicles	275	48%
LCT-M2	Low Carbon Fuels	270	47%
LCT-M3	City Employee Commute	20	4%
LCT-M4	Municipal Electric Landscape Equipment	5	1%
TOTAL		570	100%

LCT-M1: Zero and Low Emission City Vehicles

Purchase or lease zero-emission vehicles for the City fleet whenever feasible, and when not, the most fuel-efficient models available. Promote City adoption and procurement of zero-emission vehicles and charging infrastructure to the public.

LCT-M2: Low Carbon Fuels

Use low-carbon fuel such as renewable diesel as a transition fuel in the City's fleet and encourage the City's service providers to do the same, until vehicles are replaced with zero-emissions vehicles.

LCT-M3: City Employee Commute

Continue to provide City employees with incentives and/or reduce barriers to use alternatives to single occupant auto commuting, such as transit use discounts and subsidies, bicycle facilities, showers and changing facilities, ridesharing services, vanpools, emergency ride home service, flexible schedules, and telecommuting when practicable.

LCT-M4: Municipal Electric Landscape Equipment

Replace gas-powered leaf blowers and other landscape equipment with electric models.



ENERGY EFFICIENCY

19% of potential reductions

Increasing the efficiency of buildings is often the most cost-effective approach for reducing greenhouse gas emissions. Energy efficiency upgrades, such as adding insulation and sealing heating ducts, have demonstrated energy savings of up to 20 percent, while more aggressive “whole house” retrofits can result in even greater energy savings. Many “low-hanging fruit” improvements can be made inexpensively and without remodeling yet can be extremely cost-efficient, such as swapping out incandescent bulbs to LED bulbs, sealing air leaks, and installing a programmable thermostat. Energy Star-certified appliances and office equipment, high-efficiency heating and air conditioning systems, and high-efficiency windows not only save energy but reduce operating costs in the long run. Nonetheless, some upgrades can be expensive, particularly for low-income households, so the City participates in programs that provide rebates, free energy audits, and financing options for residents and businesses.

New construction techniques and building materials, known collectively as “green building,” can significantly reduce the use of resources and energy in homes and commercial buildings. Green construction methods can be integrated into buildings at any stage, from design and construction to renovation and deconstruction. The State of California requires green building energy-efficiency through the Title 24 Building codes. The State updates these codes approximately every three years, with increasing energy efficiency requirements since 2001. The State’s energy efficiency goals are to have all new residential construction to be zero net electricity by 2020 and all new residential and commercial construction to be zero net energy by 2030. Local governments can accelerate this target by adopting energy efficiency standards for new construction and remodels that exceed existing State mandates, or by providing incentives, technical assistance, and streamlined permit processes to enable quicker adoption.

The City will take the following actions to reduce emissions in the built environment.

What You Can Do

- #1 Replace indoor and outdoor lights with LED bulbs, and turn them off when not in use.
- #2 Have an energy assessment done for your home or business.
- #3 Upgrade insulation, seal leaks, and install a programmable thermostat.
- #4 Purchase Energy Star appliances and equipment.
- #5 Unplug electronic appliances when not in use and set the thermostat to use less heat and air conditioning.

TABLE 5: ENERGY EFFICIENCY MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
EE-C1	Energy Efficiency Programs	17,335	96%
EE-C2	Energy Audits	260	1%
EE-C3	Cool Pavement and Roofs	275	2%
EE-C4	Green Building Reach Code	225	1%
EE-C5	Streamline Permit Process and Provide Technical Assistance	n/a	n/a
TOTAL		18,095	100%

EE-C1: Energy Efficiency Programs

Promote and expand participation in residential and commercial energy efficiency programs.

- a. Work with organizations and agencies such as the Marin Energy Watch Partnership, the Bay Area Regional Network, Resilient Neighborhoods, and the Marin Climate & Energy Partnership to promote and implement energy efficiency programs and actions.
- b. Continue and expand participation in energy efficiency programs such as Energy Upgrade California, California Energy Youth Services, and Smart Lights.
- c. Promote utility, state, and federal rebate and incentive programs.
- d. Participate and promote financing and loan programs for residential and non-residential projects such as Property Assessed Clean Energy (PACE) programs, PG&E on-bill repayment, and California Hub for Energy Efficiency Financing (CHEEF) programs.

EE-C2: Energy Audits

Investigate requiring energy audits for residential and commercial buildings prior to completion of sale, including identification of cost savings from energy efficiency measures and potential rebates and financing options.

EE-C3: Cool Pavement and Roofs

Use high albedo material for roadways, parking lots, sidewalks and roofs to reduce the urban heat island effect and save energy.

- a. Evaluate the use of high albedo pavements when resurfacing City streets or re-roofing City facilities.
- b. Encourage new development to use high albedo material for driveways, parking lots, walkways, patios, and roofing through engagement and behavior change campaigns.

EE-C4: Green Building Reach Code

Investigate adopting a green building ordinance for new and remodeled commercial and residential projects that requires green building methods and energy efficiency savings above the State building and energy codes. Consider utilizing the County's green building ordinance as a model and including the use of photovoltaic systems and all-electric building systems as options to achieve compliance.

EE-C5: Streamline Permit Process and Provide Technical Assistance

Analyze current green building permit and inspection process to eliminate barriers and provide technical assistance to ensure successful implementation of green building requirements. Work county-wide to make it easier for contractors and building counter staff to simplify applications and identify incentives.

TABLE 6: ENERGY EFFICIENCY MEASURES TO REDUCE GOVERNMENT OPERATIONS EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
EE-M1	Streetlights	110	58%
EE-M2	Energy Efficiency Audit and Retrofits	45	23%
EE-M3	Energy Conservation	35	19%
TOTAL		185	100%

EE-M1: Streetlights

Complete replacement of inefficient street, parking lot and other outdoor lighting with LED fixtures.

EE-M2: Energy Efficiency Audit and Retrofits

Work with the Marin Energy Management Team to identify and implement energy efficiency projects in municipal buildings and facilities and electrification of existing building systems and equipment that use natural gas.

EE-M3: Energy Conservation

Reduce energy consumption through behavioral and operational changes.

- a. Establish energy efficiency protocols for building custodial and cleaning services and other employees, including efficient use of facilities, such as turning off lights and computers, thermostat use, etc.
- b. Incorporate energy management software, electricity monitors, or other methods to monitor energy use in municipal buildings.
- c. Investigate 9/80 work schedule for City facilities where feasible and where facilities can be shut down entirely.



RENEWABLE ENERGY

33% of potential reductions

Energy that comes from renewable sources, including solar, wind, geothermal, and small hydroelectric, are the cleanest and most-environmentally friendly energy sources. Here in San Rafael, where there is an abundance of sunny days, solar energy is a particularly good energy source. According to [Project Sunroof](#), 94% of San Rafael buildings have roofs that are solar-viable. These 14,700 roofs could generate over 470 million kWh per year, which is more than the total electricity usage in San Rafael in 2016. Solar system costs keep falling, too, which make them an attractive option for home and commercial building owners. Our Climate Change Action Plan projects that we can get about 24% of our electricity from locally produced solar energy systems by 2030, up from about 4% currently, just by maintaining the current growth rate.

When solar is not an option, due perhaps to a shady roof or a reluctant landlord, residents and business owners can purchase 100% renewable electricity from MCE Clean Energy and PG&E. MCE and PG&E electricity have a high percentage of renewable and GHG-free content, which means it's some of the cleanest electricity in the country. What's more, MCE's goal is provide 100% renewable and GHG-free electricity to all its customers by 2025. Considering that MCE currently carries about two-thirds of the total electricity load in San Rafael, that action alone will significantly reduce emissions.

Since our electricity is so clean, and getting cleaner, it's a great idea to swap out appliances and heating and cooling systems that use natural gas for ones that use electricity. If you're constructing a new home or building, consider going all-electric. Battery prices are falling, and will soon be a cost-effective option, too. Eventually, we'll need to replace the majority of natural gas appliance and equipment if we're going to hit our long-term goals. Fortunately, ongoing research and development of energy storage systems are creating new business opportunities and making an all-electric, 100% renewable future possible.

The City will take the following actions to reduce emissions from energy use.

What You Can Do

#1 Switch to MCE Deep Green or PG&E Solar Choice 100% renewable electricity option.

#2 Install a solar energy system on your home or business.

#3 Replace appliances that use natural gas for ones that use electricity.

#4 Investigate electric hot water heaters and heat pumps so you can swap out heaters and furnaces that use natural gas when it's time to replace them.

TABLE 7: RENEWABLE ENERGY MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
RE-C1	Renewable Energy Generation	10,940	35%
RE-C2	GHG-Free Electricity	19,560	62%
RE-C3	Building and Appliance Electrification	895	3%
RE-C4	Innovative Technologies	n/a	n/a
TOTAL		31,415	100%

RE-C1: Renewable Energy Generation

Accelerate installation of residential and commercial solar and other renewable energy systems.

- a. Provide permit streamlining and reduce or eliminate fees, as feasible.
- b. Amend building codes, development codes, design guidelines, and zoning ordinances, as necessary, to facilitate small, medium, and large-scale installations.
- c. Encourage installation of solar panels on carports and over parking areas on commercial projects and large-scale residential developments through ordinance, engagement campaigns, or agency incentives.
- d. Participate and promote financing and loan programs for residential and non-residential projects such as Property Assessed Clean Energy (PACE) programs and California Hub for Energy Efficiency Financing (CHEEF) programs.
- e. Encourage installation of battery storage in conjunction with renewable energy generation projects through engagement campaigns and partner agency incentives.

RE-C2: GHG-Free Electricity

Encourage residents and businesses to switch to 100 percent renewable electricity (MCE Deep Green, MCE Local Sol, and PG&E Solar Choice) through engagement campaigns and partner agency incentives and work with MCE Clean Energy to assure that it reaches its goal to provide electricity that is 100 percent GHG-free by 2025.

RE-C3: Building and Appliance Electrification

Promote electrification of building systems and appliances that currently use natural gas, including heating systems, hot water heaters, stoves, and clothes dryers.

RE-C4: Innovative Technologies

Investigate and pursue innovative technologies such as micro-grids, battery storage, and demand-response programs that will improve the electric grid’s resiliency and help to balance demand and renewable energy production.

TABLE 8: RENEWABLE ENERGY MEASURES TO REDUCE GOVERNMENT OPERATIONS EMISSIONS

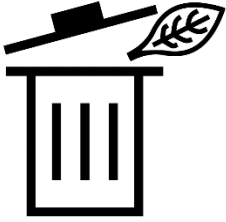
ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
RE-M1	Solar Energy Systems	140	28%
RE-M2	Deep Green Electricity	365	72%
TOTAL		505	100%

RE-M1: Solar Energy Systems for Municipal Buildings

Install solar energy systems at municipal buildings and facilities where feasible and investigate and pursue innovative technologies such as battery storage and demand response programs.

RE-M2: Municipal Deep Green Electricity

Continue to purchase MCE Deep Green electricity for all City facilities.



WASTE REDUCTION

10% of potential reductions

The things we buy, consume, and throw away generate a lot of greenhouse gas emissions during manufacturing, transport, distribution and disposal. The best way to reduce emissions is to purchase and consume less stuff in the first place, and then find someone who can reuse whatever you no longer need before considering recycling or disposal.

Due to the way we account for community emissions, our Climate Change Action Plan does not take credit for reducing upstream emissions. Instead, our GHG accounting is directly concerned with emissions that are created from the anaerobic decomposition of organic waste in the landfill. The decomposition process creates methane, which is 28 time more potent as a greenhouse gas than carbon dioxide. Although landfills capture most of the methane, and some like Redwood Landfill use that methane to create biogas or electricity, about one-quarter of it escapes into the atmosphere.

The good news is that it is relatively easy to divert organic material from the landfill. Paper and cardboard can be recycled. Food scraps, some paper (like napkins and paper towels), and yard waste can be composted, either at home or at the landfill. Surplus food can be donated to non-profits that distribute it to the needy. About half of the organic material that is put into the landfill is “recoverable.” The measures below are geared to making that happen by 2030, starting with encouraging residents and businesses to divert, recycle and compost organic waste. To meet our diversion target, the City will consider adopting an ordinance that mandates recycling and, as a last resort, setting trash collection fees that enable the waste hauler to invest in machinery that can sort trash and recover all compostable and recyclable materials before they are sent to the landfill.

The City will take the following actions to reduce emissions from waste.

What You Can Do

- #1 Buy only as much as you need.
- #2 Buy locally grown food and eat less meat.
- #3 Put your food scraps in the green can and/or compost them at home.
- #4 Donate extra food and used clothing and housewares to charities.
- #5 Don't be a “wishful” recycler. Be scrupulous about how you sort your recyclables.

TABLE 9: WASTE REDUCTION MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
WR-C1	Commercial Organic Waste	1,505	16%
WR-C2	Residential Organic Waste	795	8%
WR-C3	C&D and Self-Haul Waste	170	2%
WR-C4	Mandatory Waste Diversion	2,990	31%
WR-C5	Waste Processing Infrastructure	4,220	44%
WR-C6	Extended Producer Responsibility	n/a	n/a
WR-C7	Inorganic Waste	n/a	n/a
TOTAL		9,680	100%

WR-C1: Commercial Organic Waste

Work with Zero Waste Marin, Marin Sanitary Service, and non-profits such as Extra Food to divert commercial organic waste from the landfill through recycling, composting, and participation in waste-to-energy and food recovery programs.

- a. Conduct outreach and education to businesses subject to State organic waste recycling mandates (AB 1826) and encourage or enforce compliance with the law.
- b. Refer new and major remodel commercial and multi-family residential project proposals to the City's waste hauler for review and comment and require projects to provide adequate waste and recycling facilities and access as feasible.
- c. Encourage and facilitate commercial and multi-family property owners to require responsible use of on-site recycling facilities in lease and rental agreements and to train and regularly evaluate janitorial, landscape, and other property management services.

WR-C2: Residential Organic Waste

Work with Zero Waste Marin, Marin Sanitary Service, and other organizations to educate and motivate residents to utilize curbside collection services and home composting for food waste.

WR-C3: Construction & Demolition Debris and Self-Haul Waste

Require all loads of construction & demolition debris and self-haul waste to be processed for recovery of materials as feasible. Investigate creation of an ordinance requiring deconstruction of buildings proposed for demolition or remodeling when materials of significant historical, cultural, aesthetic, functional or reuse value can be salvaged.

WR-C4: Mandatory Waste Diversion

Adopt an ordinance requiring mandatory subscription to and participation in waste diversion activities, including recycling and organics collection provided by Marin Sanitary Service. Consider including phased implementation of the ordinance, penalties, and practical enforcement mechanisms.

WR-C5: Waste Processing Infrastructure

Review and revise the City’s franchise agreement with Marin Sanitary Service to ensure waste reduction and diversion targets are met. Conduct a feasibility study and consider investing in new solid waste processing infrastructure to remove recoverable materials (recycling and organics) from the waste stream and reduce contamination. Require regular residential and commercial waste audits and waste characterization studies to identify opportunities for increased diversion and to track progress in meeting targets.

WR-C6: Extended Producer Responsibility. Encourage the State to regulate the production and packaging of consumer goods and take-back programs. Encourage on-demand delivery services like Amazon and Blue Apron to reduce packaging waste and investigate requirements and incentives for same through ordinance or engagement campaigns.

WR-C7: Inorganic Waste. Promote reuse, repair, and recycling of inorganic materials, and encourage reduced use of packaging and single use items through engagement campaigns. Investigate supporting a local building material reuse center.

TABLE 10: WASTE REDUCTION MEASURES TO REDUCE GOVERNMENT OPERATIONS EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
WR-M1	Waste from Public Facilities	260	76%
WR-M2	Waste from City Operations	85	24%
TOTAL		345	100%

WR-M1: Waste from Public Facilities

Increase opportunities for recycling, reuse, and composting at City facilities.

WR-M2: Waste from City Operations

Embark on an educational and social marketing-based campaign to increase recycling, composting, reuse, and waste reduction within municipal operations. Conduct periodic waste audits of City facilities to understand where opportunities for increased diversion lie and to track progress.



WATER CONSERVATION

1% of potential reductions

San Rafael is no stranger to periodic droughts and the need to conserve water, and the community has responded by reducing per capita water use by about 25%, from 152 gallons per person per day (gpcd) in 2005 to 114 gpcd in 2016. In addition to installing low-flow fixtures (showerheads, faucets and toilets) and water-efficient appliances (clothes washers and dishwashers), residents and businesses are planting native, drought-tolerant species and even replacing lawns with attractive, low-water use gardens. Good thing, because as temperatures continue to rise, we will experience more droughts and more intense heat waves than before.

Our Greenhouse Gas Inventory counts emissions that are generated from the energy used to pump, treat and convey water from the water source to San Rafael water users. Far more emissions are created from the energy that is used to heat water, but those emissions are counted in the residential and commercial sectors. Therefore, the water sector comprises a much smaller share of community emissions than one might expect.

The water agencies that supply San Rafael's water are committed to using 100% renewable energy in their operations. Marin Municipal Water District (MMWD) began purchasing Deep Green electricity from MCE in 2017, and Sonoma County Water Agency, which provides 20-25% of MMWD's water, started purchasing 100% renewable electricity in 2015. As a result, emissions from the water sector will go down to nearly zero, but the overall contribution to community emissions reduction is small.

The City will take the following actions to reduce emissions from water use.

What You Can Do

#1 Replace your lawn with a drought-tolerant garden.

#2 Install a drip irrigation system and check it regularly for leaks.

#3 Install low water flow faucets, showerheads and toilets.

#4 Buy water-efficient dishwashers and clothes washers when it's time to replace them.

TABLE 11: WATER CONSERVATION MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
WC-C1	Community Water Use	830	100%

WC-C1: Community Water Use

Reduce indoor and outdoor water use in residential and commercial buildings and landscaping.

- a. Work with Marin Municipal Water District (MMWD) and other organizations to promote water conservation programs and incentives.
- b. Educate residents and businesses about local and State laws requiring retrofit of non-compliant plumbing fixtures during remodeling and at resale.
- c. Ensure all projects requiring building permits, plan check, or design review comply with State and MMWD regulations.
- d. Encourage the installation of greywater and rainwater collection systems and the use of recycled water where available through ordinance or engagement campaigns.

TABLE 12: WATER CONSERVATION MEASURES TO REDUCE GOVERNMENT OPERATIONS EMISSIONS

ID	Measure	GHG Reduction by 2030 (MTCO ₂ e)	Share of Reductions
WC-M1	Municipal Water Use	<1	100%

WC-M1: Municipal Water Use

Reduce indoor and outdoor water use in municipal facilities and operations.

- a. Replace high water use plants and inefficient irrigation systems with water-efficient landscaping.
- b. Investigate synthetic turf that uses organic infill for ball fields and parks to reduce water, herbicide use, and maintenance costs, while increasing field use throughout the year.
- c. Replace inefficient plumbing fixtures with high-efficiency fixtures.
- d. Use recycled water as available and practicable.



SEQUESTRATION AND ADAPTATION

California is already experiencing the effects of climate change. Every year, it seems like the news gets grimmer: more wildfires, more heat waves, longer droughts, more intense storms, less snow pack, and less fresh water. Annual average air temperatures have already increased by about 1.8 °F in California, and that number will likely double even if the world can reduce emissions 80% by 2050. San Rafael needs to be prepared for the likely impacts of climate change, including flooding from more intense storms and sea level rise, health impacts from heat exposure and poor air quality, and safety risks from the increased likelihood of wildfires and landslides.

Sea level rise is a particular concern to San Rafael, where many homes, businesses, and industrial and recreational facilities are at risk for flooding. Sea level has already risen 8” in San Francisco Bay and is expected to rise another 10 inches by 2040. Within this short time period, the Canal area, the Kerner Business District, and other shoreline development will likely experience tidal flooding. The Canal neighborhood residents, the majority of whom are lower-income and Latino, will be some of the first people impacted by sea level rise at their front doors.

Storm surges coupled with a 10” sea level rise could flood a greater area – up to 10% of San Rafael’s land area – including Peacock Gap and the industrial and commercial area of Anderson Drive. By the end of the century, sea level is projected to rise 2.4 to 3.4 feet, and possibly as much as 5 feet. At the higher end, nearly 2,500 buildings, or 13% of all San Rafael buildings, could face some level of tidal flooding. A comprehensive assessment of San Rafael’s vulnerable assets was completed in 2017. For more information, see the [Marin Shoreline Sea Level Rise Assessment](#). While the Climate Change Action Plan contains some measures that address adaptation, a more complete set of goals, policies and programs are contained in the [San Rafael Local Hazard Mitigation Plan](#) and will be incorporated in the City’s updated General Plan.

In addition to adaptation strategies, this section contains measures to sequester carbon dioxide through planting and preservation of trees and other vegetation and the development of carbon-rich soils. Carbon offsets are often used to fund these types of carbon sequestration projects and can be purchased to offset emissions that are difficult to otherwise mitigate, such as airplane flights. We haven’t credited emission reductions for these actions because we don’t count sequestered carbon in the community greenhouse gas inventory, but we recognize that sequestration is a critical component to meeting our carbon reduction goals.

The City will take the following actions to sequester carbon dioxide and adapt to climate change.

What You Can Do

#1 Plant trees appropriate to your situation.

#2 Add compost to your soil.

#3 Purchase carbon offsets for airplane flights and other emissions that are difficult to mitigate.

#4 Find out if your home or business is vulnerable to sea level rise at [Our Coast Our Future](#).

TABLE 13: SEQUESTRATION AND ADAPTATION MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure
SA-C1	Urban Forest
SA-C2	Carbon Sequestration
SA-C3	Carbon Offsets
SA-C4	Sea Level Rise
SA-C5	Climate Change Adaptation

SA-C1: Urban Forest

Increase carbon sequestration and improve air quality and natural cooling through increasing tree cover in San Rafael.

- a. Plant additional trees on City-owned land, including public parks, open space, medians, and rights of way, where feasible.
- b. Review parking lot landscape standards to maximize tree cover, size, growth, and sequestration potential.
- c. Regulate and minimize removal of large trees and require planting of replacement trees.
- d. Require that the site planning, construction and maintenance of new development preserve existing healthy trees and native vegetation on site to the maximum extent feasible. Replace trees and vegetation not able to be saved.
- e. Encourage community members to plant trees on private land. Consider creating a tree giveaway event or providing lower-cost trees to the public through a bulk purchasing program.
- f. Encourage the creation of community gardens on public and private lands by community groups.
- g. Provide information to the public, including landscape companies, gardeners and nurseries, on carbon sequestration rates, drought tolerance, and fire resistance of different tree species.
- h. Manage trees and invasive species in the open space for forest health and reduction of fuel load.
- i. Require new development, redevelopment, and infrastructure projects to implement best management practices as feasible, including low-impact development techniques, the minimal use of non-pervious surfaces in landscape design, and the integration of natural features into the project design, to naturally filter and biodegrade contaminants and to minimize surface runoff into drainage systems and creeks.

SA-C2: Carbon Sequestration

Increase carbon sequestration in the built environment, developed landscapes, and natural areas.

- a. Encourage use of building materials that store carbon, such as wood and carbon-intensive concrete through agency partnerships and engagement campaigns.
- b. Encourage and support composting to develop healthy, carbon-rich soils.
- c. Manage parks and open spaces to steadily increase carbon in vegetation and soil.
- d. Increase the extent and carbon sequestration potential of bay wetlands, through improvements such as horizontal levees.

SA-C3: Carbon Offsets

Reduce the impact of greenhouse gas emissions through the purchase of carbon offsets.

- a. Encourage community members to purchase carbon offsets to reduce their carbon footprint through engagement campaigns.
- b. Consider partnering with a local non-profit organization to promote a carbon offset program.
- c. Focus on offsetting emissions that are difficult to mitigate otherwise, such as airplane travel.

SA-C4: Sea Level Rise

Prepare for and adapt to a rising sea level.

- a. Consider the potential for sea level rise when processing development applications that might be affected by such a rise. Use current Flood Insurance Rate Maps and National Oceanic and Atmospheric Administration (NOAA) recommendations associated with base flood elevation adjustments for sea level rise in the review of development proposals. Adopt requirements to assess sea level rise risks on new development, infrastructure, and transit corridors.
- b. Prepare a guidance document for incorporating sea level rise into the City's capital planning process.
- c. Work with local, County, state, regional, and federal agencies with Bay and shoreline oversight and with owners of critical infrastructure and facilities in the preparation of a plan for responding to rising sea levels. Make sure all local stakeholders are kept informed of such planning efforts.
- d. Investigate developing flood control projects and modifying the City's land use regulations for areas subject to increased flooding from sea level rise.
- e. Update GIS (Geographic Information System) maps to include new data as it becomes available; utilize GIS as a tool for tracking sea level rise and flooding and make available to the public.
- f. Study the creation of a Bayfront overlay zone or similar that would establish standards for developing in areas subject to flooding from SLR.

SA-C5: Climate Change Adaptation

Prepare for and respond to the expected impacts of climate change.

- a. Continue to incorporate the likelihood of sea level rise and increased risk of wildfire and extreme heat and storm events in the City's Local Hazard Mitigation Plan.
- b. Incorporate the likelihood of climate change impacts into City emergency planning and training.
- c. Coordinate with water districts, wildlife agencies, flood control and fire districts, Marin County, and other relevant organizations to develop a comprehensive plan addressing climate change impacts and adaptation strategies. Address human health and the health and adaptability of natural systems, including the following:
 - Water resources, including expanded rainwater harvesting, water storage and conservation techniques, water reuse, water-use and irrigation efficiency, and reduction of impervious surfaces.
 - Biological resources, including land acquisition, creation of marshlands/wetlands as a buffer against sea level rise and flooding, and protection of existing natural barriers.

- Public health, including heat-related health plans, vector control, air quality, safe water, and improved sanitation.
 - Environmental hazard defenses, including seawalls, storm surge barriers, pumping stations, and fire prevention and suppression.
- d. Ensure fair and robust inclusion of lower-income households and our diverse communities in the planning and response to climate change impacts, including sea level rise, wildfire, public health, and emergency preparedness.



COMMUNITY ENGAGEMENT

The Climate Action Plan contains actions that the City can undertake to reduce its own emissions by about 1,500 MTCO₂e, bringing the emissions from municipal operations down to 56% below 2005 levels. However, since emissions from governmental operations make up less than 1% of community-wide emissions, that is just a drop in the bucket.

The fact is that our residents, businesses, workers, and visitors will have to do their part to ensure we meet our reduction targets. The City can compel some of these actions by adopting ordinances and building regulations, but much of the success of our plan will depend on informing our community members and encouraging them to take action on their own. This section details the ways in which the City will seek public engagement and work with local businesses and community groups to achieve the emissions reductions identified for measures in other sections of the Plan.

What You Can Do

#1 Sign up for Resilient Neighborhoods and join a Climate Action Team.

#2 Commit to reducing your carbon footprint by taking the actions identified in this Plan.

The City has been partnering with [Resilient Neighborhoods](#) since 2009 to educate San Rafael residents on ways they can reduce their carbon footprint. The program organizes Climate Action Teams of up to 12 households that meet five times over two months to learn about strategies and resources to improve home energy efficiency, shift to renewable energy, use low-carbon transportation, conserve water, reduce waste, and adapt to a changing climate. To start, participants calculate their household carbon footprint and then take actions to reduce their greenhouse gas emissions by at least 5,000 pounds or 25%. Over 350 San Rafael residents have participated in the program.

The City will take the following actions to engage the community to reduce emissions.

TABLE 14: COMMUNITY ENGAGEMENT MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure
CE-C1	Community Education
CE-C2	Community Engagement
CE-C3	Advocacy
CE-C4	Innovation and Economic Development
CE-C5	Green Businesses

CE-C1: Community Education

Work with community-based outreach organizations, such as Resilient Neighborhoods, to educate and motivate community members on ways to reduce greenhouse gas emissions in their homes, businesses, transportation modes, and other activities.

CE-C2: Community Engagement

Implement a communitywide public outreach and behavior change campaign to engage residents, businesses, and consumers around the impacts of climate change and the ways individuals and organizations can reduce their GHG emissions and create a more sustainable, resilient, and healthier community. Create an overarching theme to articulate a long-term goal, motivate community members, and brand a comprehensive suite of GHG-reduction programs. Prioritize promotion of programs that have the greatest greenhouse gas reduction potential while utilizing the latest social science on behavior change. Emphasize and encourage citizens' involvement in reaching the community's climate goals, including innovative means of tracking milestones and comparing San Rafael's performance with other communities and with state, national and global benchmarks.

- a. Conduct outreach to a wide variety of neighborhood, business, educational, faith, service, and social organizations.
- b. Conduct outreach and education to the Latino community by using media, organizations, and gathering places favored by Latinos and translating materials into Spanish.
- c. Inform the public about the benefits of installing energy and water efficient appliances and fixtures, electrifying homes and commercial buildings, installing solar energy systems, and purchasing 100% renewable electricity.
- d. Inform the public about the benefits of using carbon-free and low-carbon transportation modes, such as driving electric vehicles, walking, bicycling, taking public transportation, and ridesharing.
- e. Utilize and tailor existing marketing materials when available.
- f. Inform the public about the environmental benefits of eating less meat and dairy products, growing food at home, and purchasing locally-produced food.
- g. Partner with MCE, PG&E, MMWD, Marin Sanitary Service, Transportation Authority of Marin, Marin Transit, Golden Gate Transit, SMART, and other entities to promote available financing, audits, rebates, incentives, and services to the San Rafael community.
- h. Utilize the City's website, newsletters, social media, bill inserts, public service announcements and advertisements, recognition programs, and other forms of public outreach.
- i. Create stories and "shareable content" that can be used by bloggers, businesses, non-profits, social media, and traditional media.
- j. Use creative methods to engage the public, such as games, giveaways, prizes, contests, simple surveys, digital tools, and "pop-up" events.
- k. Develop pilot programs using community-based social marketing and other social science-based techniques to effect behavior change.
- l. Participate in countywide outreach and education efforts, such as Drawdown Marin.

CE-C3: Advocacy

Advocate at the state and federal levels for policies and actions that support the rapid transition to GHG-free energy sources, electrification of buildings and the transportation fleet, and other impactful measures to sharply reduce greenhouse gas emissions.

CE-C4: Innovation and Economic Development

Convene an economic development and innovation working group to explore public-private partnerships and develop ways to decarbonize our local economy while spurring sustainable enterprise and equitable employment.

CE-C5: Green Businesses

Encourage local businesses to participate in the Marin County Green Business Program through partnerships with the County, Chamber, and other business groups.



IMPLEMENTATION AND MONITORING

Plans are only effective if they're implemented and results are carefully evaluated. The City will prepare an annual assessment of the progress it is making on implementing the measures contained in this Climate Change Action Plan and continue to quantify community and greenhouse gas emissions to determine if we are on track to meet our reduction targets.

The City will take the following actions to implement and monitor the Climate Change Action Plan.

What You Can Do

#1 Get involved! Attend City Council meetings, Climate Action Plan implementation forums, and other public forums to voice your support for actions contained in this Plan.

TABLE 15: IMPLEMENTATION AND MONITORING MEASURES TO REDUCE COMMUNITY EMISSIONS

ID	Measure
IM-C1	Annual Monitoring
IM-C2	Update GHG Emissions Inventories
IM-C3	Funding Sources
IM-C4	Update the Climate Change Action Plan
IM-C5	Project Compliance Checklist

IM-C1: Annual Monitoring

Monitor and report on the City's progress annually. Create an annual priorities list for implementation.

IM-C2: Update GHG Emissions Inventories

Update the greenhouse gas emissions inventory for community emissions annually and every five years for government operations.

IM-C3: Funding Sources

Identify funding sources for recommended actions, and pursue local, regional, state and federal grants as appropriate. Investigate creation of a local carbon fund or other permanent source of revenue to implement the Climate Change Action Plan.

IM-C4: Update the Climate Change Action Plan

Update the Climate Change Action Plan regularly to incorporate new long-term reduction targets and strategies to meet those targets.

IM-C5: Project Compliance Checklist

Develop a project compliance checklist to use when reviewing development proposals, use permit applications, and building permit applications to ensure compliance with Climate Action Plan measures.

ACKNOWLEDGMENTS

City Council

Gary Phillips, Mayor
Kate Colin, Sustainability Liaison
Maribeth Bushey
John Gamblin
Andrew McCullough

Green Ribbon Working Group

Ana Ostrovsky	Jerry Belletto
Anahi Mendieta	Jesse Madsen
Bill Carney	Jocelyn Tsai
Bob Miller	Kay Karchevski
Cameron Evans	Kif Scheuer
Charlotte Kamman	Maite Duran
Chris Yalonis	Pam Reaves
Eleanor Huang	Sarah Loughran
Jan Goldberg	Tim Gilbert

City Staff

Bill Guerin, Public Works Director	Jim Schutz, City Manager
Cory Bytof, Sustainability & Volunteer Coordinator	Paul Jensen, Community Development Director
Cristine Alilovich, Assistant City Manager	Rebecca Woodbury, Digital Services & Open Government Director
Danielle O' Leary, Economic Development Director	Savannah Guinn, Planning Intern
David Catalinotto, Environmental Management Coordinator	Thomas Wong, Junior Engineer, Public Works

Subject Matter & Resource Advisors

Alice Zanmiller, County of Marin	Greg Van Trump, Marin Municipal Water District
Carleen Cullen, Drive Clean Marin	J.R. Killigrew, MCE Clean Energy
Carrie Pollard, Sonoma County Water Agency	Joanne Webster, San Rafael Chamber of Commerce
Chelsea Carey, Point Blue Conservation Science	Kim Scheibly, Marin Sanitary Service
Dana Armanino, County of Marin	Kristen Dybala, Point Blue Conservation Science
Dara Rossoff-Powell, Resilient Neighborhoods	Libby Porzig, Point Blue Conservation Science
Derek McGill, Transportation Authority of Marin	Omar Carrera, Canal Alliance
Douglas Mundo, Multicultural Center of Marin	Scott McDonald, Transportation Authority of Marin
Ellie Cohen, Point Blue Conservation Science	Tamra Peters, Resilient Neighborhoods
Garth Schultz, R3 Consulting Group	

Consultant

Christine O'Rourke Community Planning

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Special thanks to participants of our quarterly community implementation forums and everyone who participated in the CCAP community workshops and surveys.

APPENDICES

APPENDIX A – PROGRAM CALCULATIONS

GHG EMISSIONS REDUCTION SUMMARY			
City of San Rafael Climate Change Action Plan			
	Measure	2020 GHG Emissions Reductions (MTCO ₂ e/yr)	2030 GHG Emissions Reductions (MTCO ₂ e/yr)
Local Actions			
LCT-C1	Zero Emission Vehicles	-2,671	-30,347
LCT-C2	Bicycling	-734	-1,822
LCT-C2A	Bicycle Racks & Lockers	-35	-69
LCT-C2B	Bike Share	-7	-19
LCT-C3	Walking	-278	-577
LCT-C4	Safe Routes to School	-300	-321
LCT-C5	Public Transit	-767	-1,035
LCT-C6	Employee Trip Reduction	-198	-1,028
LCT-C7	Parking Requirements	0	-55
LCT-C8	Traffic System Management and Vehicle Idling	-1,075	-1,075
LCT-C10	Electric Landscape Equipment	-27	-108
LCT-M1	Low Emission City Vehicles	-27	-274
LCT-M2	Low Carbon Fuels	-67	-270
LCT-M3	City Employee Commute	-22	-22
LCT-M4	Municipal Electric Landscape Equipment	-5	-5
EE-C1	Energy Efficiency Programs	-4,239	-17,334
EE-C2	Energy Audits	0	-261
EE-C3	Cool Pavement and Roofs	0	-274
EE-C4	Green Building Reach Code	0	-226
EE-M1	Streetlights	-109	-109
EE-M2	Energy Efficiency Audit and Retrofits	-43	-43
EE-M3	Energy Conservation	-33	-33
RE-C1	Renewable Energy Generation	-1,348	-10,938
RE-C2	GHG-Free Electricity	-22,510	-19,583
RE-C3	Building and Appliance Electrification	-20	-895
RE-M1	Solar Energy Systems for Municipal Buildings	-141	-141
RE-M2	Municipal Deep Green Electricity	-337	-366
WR-C1	Commercial Organic Waste	-959	-1,507
WR-C2	Residential Organic Waste	-74	-795
WR-C3	C&D and Self-Haul Waste	-107	-170
WR-C4	Mandatory Waste Diversion	-639	-2,988
WR-C5	Waste Processing Infrastructure	0	-4,222
WR-M1	Public Waste Facilities	-174	-261
WR-M2	Waste from City Operations	-55	-83
WC-C1	Community Water Use	-793	-830
WC-M1	Municipal Water Use	0	0
TOTAL - LOCAL ACTIONS		-37,796	-98,084

APPENDIX A – PROGRAM CALCULATIONS

State Actions		
RPS	-1,585	-4,542
TITLE 24	-8	-2,871
Lighting Efficiency (AB 1109)	-980	-980
Residential Solar Water Heaters	-29	-29
Light and Heavy Duty Fleet Regulations	-17,723	-56,878
TOTAL - STATE ACTIONS	-20,326	-65,301
Projected Emissions		
Projected BAU Community GHG Emissions	383,241	398,177
Emissions Reduction from Local and State Actions	-58,122	-163,385
Projected Community Emissions with Local and State Actions Implemented	325,119	234,792
Reduction from 2005 Baseline Emissions		
2005 Community GHG Emissions	473,438	473,438
Community Emissions with Local and State Actions Implemented	325,119	234,792
% Reduction from 2005 Emissions	31%	50%
GHG Target to Meet State Goals	402,422	241,453
% Below 1990 Levels	19%	42%
Emissions per Service Population	3.01	2.08

APPENDIX A – PROGRAM CALCULATIONS

ZERO EMISSION VEHICLES <i>LCT-C1</i>	
Reductions (MTCO ₂ e) -2,671 -30,347	2020 2030
Methodology and Assumptions	<p>Marin has approximately 1.5% of all ZEV rebates in California and 198,000 automobiles registered in the County. CARB's proposed strategy is to put 4.2 million ZEVs on the road by 2030, which is approximately 14% of light duty vehicles in California in 2030. In January 2018, Governor Jerry Brown issued Executive Order B-48-18 set a new goal of having a total of 5 million ZEVs in California in 2030.</p> <p>There were 2,795 Clean Vehicle Rebate Project (CVRP) rebates issued to Marin residents through 2016. CARB estimates 69% of eligible Marin vehicle owners participated in the program between Marin 2010 and March 2015. Therefore, we assume there were 4,050 ZEVs in Marin in 2016 and approximately 2% of registered vehicles in Marin. DMV data shows that there were 5,330 ZEVs registered in Marin as of 1/1/18.</p> <p>In 2018, approximately 68% of Clean Vehicle Rebate Project rebates are going to BEVs, 31% are going to PHEVs, and 1% to FCEVs. We assume 69% of EVs are BEVs and 31% are PHEVs in 2020 and 2030.</p> <p>74% of the distance PHEVs drive is electric (Smart et al, 2014).</p> <p>EV kWh/mile is 0.32 (US Dept of Energy).</p> <p>Assuming the same share of ZEV ownership in 2030 as in 2016 (1.5%) means there would be approximately 75,000 ZEVs registered in Marin by 2030, or approximately 37% of existing automobile registrations. We conservatively assume 50,100 ZEVs in Marin in 2030, or 25% of ZEVs registered in Marin. This would require an average annual growth rate of 20%. Electric vehicle sales in California grew by 20% in 2016, followed by 29% growth in 2017 (ICCT, 2018), suggesting that an annual growth rate of 20% is reasonable, especially as the number of models expands and battery technology and charging improves.</p> <p>Passenger VMT is adjusted to reflect the fact that approximately 35% of countywide commute VMT originates from workers who live outside Marin County (TAM). Measure does not apply to VMT generated by San Rafael workers and visitors who do not live in Marin.</p> <p>According to the Department of Energy, towns (population 2,500 to 50,000) need 54 public EV plugs per 1,000 PEVs, which would equal about 2,706 public EV plugs countywide for 50,100 PEVs. San Rafael's share (based on share of countywide households) would be 598 public EV plugs. The analysis assumes 88% of EV charging is done at home. San Rafael had approximately 68 public EV plugs in 2016 and 718 PEVs (95 plugs per thousand).</p> <p>City of San Rafael's Downtown Parking/Wayfinding Study identified 1,297 parking spaces in public lots and garages, and 3,785 parking spaces in private lots, for a total of 5,082 spaces in the Downtown area. This indicates that there is plenty of off-street parking space capacity to accommodate the projected EV charger need.</p>

APPENDIX A – PROGRAM CALCULATIONS

Sources	<p>California Air Resources Board, 2017 Scoping Plan.</p> <p>Smart, J., Bradley, T., and Salisbury, S., "Actual Versus Estimated Utility Factor of a Large Set of Privately Owned Chevrolet Volts," SAE Int. J. Alt. Power. 3(1):2014, doi:10.4271/2014-01-1803.</p> <p>U.S. Department of Energy, Alternative Fuels Data Center, https://www.afdc.energy.gov/vehicles/electric_emissions_sources.html. Sales weighted average of 2016 model year vehicles with sales in 2015: 2015 sales from "U.S. Plug-in Electric Vehicle Sales by Model" (https://www.afdc.energy.gov/data/vehicles.html); MPGs from 2016 Fuel Economy Guide (https://www.fueleconomy.gov/feg/)</p> <p>The International Council on Clean Transportation, "California's continued electric vehicle market development," May 2018, https://www.theicct.org/sites/default/files/publications/CA-cityEV-Briefing-20180507.pdf.</p> <p>Clean Vehicle Rebate Program Rebate Statistics, https://cleanvehiclerebate.org/eng/rebate-statistics, accessed May 1, 2018.</p> <p>Center for Sustainable Energy, "Clean Vehicle Project Participation Rates: The First Five Years (March 201-March2015), October 2015, https://cleanvehiclerebate.org/sites/default/files/attachments/2015-10%20CVRP%20Participation.pdf, accessed May 1, 2018.</p> <p>US Department of Energy, "National Plug-In Electric Vehicle Infrastructure Analysis," September 2017. https://www.nrel.gov/docs/fy17osti/69031.pdf</p> <p>Bay Area Air Quality Management District, Vehicle Miles Dataportal, http://capvmt.us-west-2.elasticbeanstalk.com/, accessed 8/23/18.</p> <p>California Department of Transportation, "California County-Level Economic Forecast 2018-2050," September 2018.</p> <p>California Department of Motor Vehicles, "Estimated Vehicles Registered by County for the Period January 1 through December 31, 2017" and "Fuel Type by County as of 1/1/2018."</p> <p>Personal communication with Derek McGill, Planning Manager, Transportation Authority of Marin, dmcgill@tam.ca.gov, August 22, 2018.</p> <p>City of San Rafael, "Downtown Parking/Wayfinding Study Final Report," July 2017.</p>
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APPENDIX A – PROGRAM CALCULATIONS

Calculation

	2020	2030
Number of registered Marin ZEVs in 2016	4,050	4,050
Projected number of registered passenger vehicles in Marin	198,831	200,429
Percent of Marin ZEVs in target year	4%	25%
Number of Marin ZEVs in target year	8,500	50,108
Increase in ZEVs	4,450	46,058
Additional ZEVs as a percent of Marin vehicles	2.3%	23.3%
San Rafael passenger VMT	476,148,178 miles	498,984,014 miles
VMT from non-Marin workers and visitors	104,064,441 miles	106,480,775 miles
San Rafael passenger VMT from Marin-based vehicles	372,083,737 miles	392,503,239 miles
VMT from additional ZEVs	8,380,561 miles	91,500,419 miles
VMT driven with electricity	7,705,088 miles	84,125,485 miles
Emissions without EV program	3,052.6 MTCO ₂ e	33,734.6 MTCO ₂ e
Tailpipe emissions reduction with EV program	2,806.5 MTCO ₂ e	31,015.6 MTCO ₂ e
Electricity used by ZEVs	2,465,628 kWh	26,920,155 kWh
Electricity emissions from ZEVs	136 MTCO ₂ e	668 MTCO ₂ e
Emissions reduction	2,671 MTCO ₂ e	30,347 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

BICYCLING <i>LCT-C2</i>					
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right; padding-right: 10px;">-734</td> <td>2020</td> </tr> <tr> <td style="text-align: right; padding-right: 10px;">-1,822</td> <td>2030</td> </tr> </table>	-734	2020	-1,822	2030
-734	2020				
-1,822	2030				
Methodology and Assumptions	<p>Studies cited by CAPCOA show each additional mile of bike lanes per square mile increases the share of workers commuting by bicycle by 1% (CAPCOA SDT-5). We have applied this to the following population segments:</p> <ul style="list-style-type: none"> • Live in/work in area • Live in/work out of area • Live in area/non-worker • Live out of area/work in area <p>The City's 2011 Bicycle Pedestrian Plan identifies 8.96 miles of proposed Class I/II bike facilities and 12.07 miles of proposed Class II/III which may or may not be developed as Class II. We assume 8.96 miles for 2020 and 21.03 for 2030.</p>				
Sources	<p>City of San Rafael Bicycle & Pedestrian Master Plan 2011 Update.</p> <p>Bay Area Air Quality Management District Vehicle Miles Traveled Dataportal, http://capvmt.us-west-2.elasticbeanstalk.com/data.</p> <p>California Air Pollution Control Officers Association, "Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures," August, 2010.</p>				

Calculation

VMT generated by targeted population segments	370,860,285 VMT	392,477,729 VMT
Additional Class I/II facilities	9.0 miles	21.0 miles
New bike facilities/sq. mile	0.5	1.3
Reduction in local VMT	2,013,884 VMT	5,002,307 VMT
Emissions reductions	734 MTCO ₂ e	1,822.1 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

BICYCLE RACKS AND LOCKERS <i>LCT-C2A</i>					
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right; padding-right: 10px;">-35</td> <td>2020</td> </tr> <tr> <td style="text-align: right; padding-right: 10px;">-69</td> <td>2030</td> </tr> </table>	-35	2020	-69	2030
-35	2020				
-69	2030				
Methodology and Assumptions	<p>BAAQMD Transportation Fund for Clean Air guidance indicates reduction based on the following:</p> <ul style="list-style-type: none"> • Capacity of lockers x 2 trips per day (assumed 12 lockers with 8 bicycle capacity each) • Capacity of cages x 0.75 trips per day • Capacity of racks x 0.5 trips per day (assumed 12 racks with 12 bicycle capacity each) • 240 days of use • 3 miles per trip <p>Per the Civic Center Station Area Plan, the City of San Rafael proposed 6 short-term bicycle racks (capacity 12 bicycles) and 8 long-term bicycle lockers (capacity 8 bicycles) at the Civic Center SMART Station. The 2018 bicycle and pedestrian plan update will propose a study of additional long-term bicycle parking at the Civic Center Station.</p> <p>Per the Downtown Station Area Plan, the City of San Rafael proposed a "bike station" at the Downtown SMART Station. The capacity of the proposed bike station is undecided.</p>				
Sources	BAAQMD Transportation Fund for Clean Air Guidance FYE 2018.				

Calculation

	2020	2030
Number of racks	6	12
Number of lockers installed	6	12
Reduction in local VMT	95,040 VMT	190,080 VMT
Emissions reductions	35 MTCO ₂ e	69 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

BIKE SHARE <i>LCT-C2B</i>	
Reductions (MTCO ₂ e) -7 -19	2020 2030
Methodology and Assumptions	<p>The Marin County Bicycle Share Feasibility Study explores three phases of a potential bike share program with 100, 200 and 300 bikes. The number of stations in San Rafael and associated bike trips are: 3 stations and 9,428 trips (Phase 1); 9 stations and 20,530 trips (Phase 2); and 10 stations and 23,605 trips (Phase 3). We assume Phase 1 for 2020 and Phase 3 for 2030.</p> <p>VMT reduction estimated utilizing BAAQMD Transportation Fund for Clean Air Guidance FYE 2018: 1.48 trips per bike; 12% vehicle trips replaced; 260 days at 16 miles average trip; 105 days at 3 miles average trip.</p>
Sources	<p>BAAQMD Transportation Fund for Clean Air Guidance FYE 2018.</p> <p>Alta Planning + Design for the Transportation Authority of Marin, Marin County Bicycle Share Feasibility Study, November 2013, accessed 12/30/17, https://www.tam.ca.gov/wp-content/uploads/2017/02/Bike-Share-Feasibility-Study_Final-November-2013.pdf</p>

Calculation

	2020	2030
Number of bikes in program	100	300
Reduction in local VMT	20,529 VMT	51,398 VMT
Emissions reductions	7 MTCO ₂ e	19 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

WALKING <i>LCT-C3</i>					
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right; width: 50%;">-278</td> <td style="width: 50%;">2020</td> </tr> <tr> <td style="text-align: right;">-577</td> <td>2030</td> </tr> </table>	-278	2020	-577	2030
-278	2020				
-577	2030				
Methodology and Assumptions	Studies cited by CAPCOA show pedestrian network improvements can reduce VMT 1-2% (CAPCOA SDT-1). We apply this to passenger vehicle trips that start and end in San Rafael and assume a 1% reduction for 2020 and 2% for 2030.				
Sources	California Air Pollution Control Officers Association, "Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures," August, 2010. Bay Area Air Quality Management District Vehicle Miles Traveled Data Portal, http://capvmt.us-west-2.elasticbeanstalk.com/data				

Calculation

	2020	2030
Passenger vehicle trips starting and ending in San Rafael	76,251,332 VMT	79,221,020 VMT
% decrease in VMT due to pedestrian improvements	1.0%	2.0%
Annual decrease in VMT	762,513 VMT	1,584,420 VMT
GHG emissions reductions	278 MTCO ₂ e	577 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

SAFE ROUTES TO SCHOOL <i>LCT-C4</i>					
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right; padding-right: 10px;">-300</td> <td>2020</td> </tr> <tr> <td style="text-align: right; padding-right: 10px;">-321</td> <td>2030</td> </tr> </table>	-300	2020	-321	2030
-300	2020				
-321	2030				
Methodology and Assumptions	<p>To demonstrate the benefits of providing Safe Routes to Schools, the Marin County Bicycle Coalition recruited nine pilot schools in four different geographic locations. Initial surveys reported that 62% of the students were arriving by car, with only 14% walking, 7% biking to school, 11% carpool, and 6% arriving by bus. Every school in the pilot program held periodic Walk and Bike to School Days and participated in the Frequent Rider Miles contest, which rewarded children who came to school walking, biking, by carpool or bus.</p> <p>At the end of the pilot program, the participating schools experienced a 57% increase in the number of children walking and biking and a 29% decrease in the number of children arriving alone in a car.</p> <p>We assume an elementary school age population of 4,086 with an average trip length of 1.7 mile, a middle school population of 1,997 with an average trip length of 1.7 miles, a high school population of 2,683 with an average trip length of 2.3 miles, 180 school days, and an existing share of school trips completed in a family vehicle of 47% according to Safe Routes to School surveys taken at participating San Rafael schools in Spring 2017.</p>				
Sources	<p>US Census Bureau, American Community Survey 5-Year Estimates 2012-2016, Table B14001.</p> <p>Safe Routes to School Marin County, http://www.saferoutestoschools.org/sr2s_sanrafael.html</p> <p>Safe Routes to School Marin County, http://www.saferoutestoschools.org/history.html#success</p>				

Calculation

	2020	2030
School population miles travel	6,039,659 miles	6,458,025 miles
Percent of miles driven in a family vehicle	47 %	47 %
Potential percent decrease in students driving to school	29 %	29 %
VMT avoided	823,206 VMT	880,229 VMT
Emissions reductions	300 MTCO ₂ e	321 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

PUBLIC TRANSIT <i>LCT-C5</i>	
Reductions (MTCO ₂ e)	
-767	2020
-1,035	2030
Methodology and Assumptions	Marin Transit reports 2,321,290 miles in FY 16/17. Based on data from Marin Transit, we assign 23.6% of the vehicle miles to San Rafael. We assume 100% of VMT will be driven by buses using renewable diesel in 2020 and 50% will be driven by electric buses utilizing MCE electricity by 2030.
Sources	Derek McGill, Transportation Authority of Marin Robert Betts, Marin Transit

Calculation

	2020	2030
Transit miles, BAU	2,321,290 miles	2,321,290 miles
San Rafael's share of passenger revenue miles	547,824 miles	547,824 miles
Average fleet average MPG (diesel)	4.3 MPG	4.3 MPG
Emissions, BAU	1,302 MTCO ₂ e	1,302 MTCO ₂ e
Renewable diesel VMT	100%	100%
Electric bus VMT	0%	50%
Emissions	534 MTCO ₂ e	267 MTCO ₂ e
GHG emissions reductions	767 MTCO ₂ e	1,035 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

EMPLOYEE TRIP REDUCTION <i>LCT-C6</i>	
Reductions (MTCO ₂ e) -198 -1,028	2020 2030
Methodology and Assumptions	<p>CAPCOA TRT-1 indicates VMT reduction of 5.4% for suburban center location. Employer programs include: carpooling, ride matching, preferential carpool parking, flexible work schedules for carpools, a half-time transportation coordinator, vanpool assistance, bicycle parking, showers, and locker facilities. This measure assumes voluntary employee participation.</p> <p>BAAQMD Transportation Fund for Clean Air guidance indicates a reduction of 0.2% of commute VMT for Guaranteed Ride Home Programs.</p> <p>The San Rafael Chamber of Commerce identified 152 businesses with 30 or more employees, for a total of 15,397. We assume 20% of these employers participate in the program by 2020 and all participate by 2030. We assume 240 work days per year.</p>
Sources	<p>California Air Pollution Control Officers Association, "Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures," August, BAAQMD Transportation Fund for Clean Air Guidance FYE 2018.</p> <p>San Rafael Chamber of Commerce.</p>

Calculation

	2020	2030
Number of employees working in companies with 30 or more employees	15,436	15,699
Number of employees targeted for program	3,087	15,699
Average daily VMT for San Rafael worker	13.1	13.4
Estimated annual VMT	9,707,879	50,410,924
VMT reduction	5.6%	5.6%
Annual decrease in VMT	543,641	2,823,012
GHG emissions reductions	198	1,028

APPENDIX A – PROGRAM CALCULATIONS

PARKING REQUIREMENTS <i>LCT-C7</i>	
Reductions (MTCO ₂ e)	<p style="text-align: center;">0 2020</p> <p style="text-align: center;">-55 2030</p>
Methodology and Assumptions	<p>CAPCOA Measure PDT-1 indicates a VMT reduction range of 2.5% to 12.5%, depending upon the reduction in parking requirement, with 2.5% for a 5% reduction in parking spaces and 12.5% for a 25% reduction in spaces. We assume a 10% reduction in VMT for a 20% reduction in parking spaces.</p> <p>8.5 miles of daily per capita VMT is allocated to San Rafael's community emissions. Consistent with the GHG inventory methodology, we apply a PeMS factor of 350.2 to determine annual VMT.</p>
Sources	<p>California Air Pollution Control Officers Association, "Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures," August, 2010. [2]</p> <p>Bay Area Air Quality Management District, Vehicle Miles Traveled Dataportal, http://capvmt.us-west-2.elasticbeanstalk.com/data, accessed 5/14/18.</p>

Calculation

	2020	2030
Annual VMT per resident, as attributed in GHG Inventory	2,993 VMT	3,002 VMT
Number of parking spaces subject to program	0 spaces	500 spaces
Number of parking spaces reduced through program	0 spaces	100 spaces
VMT generated by project	0 VMT	1,500,780 VMT
VMT reduced by program	0 VMT	150,078 VMT
Total emissions reductions	0 MTCO ₂ e	55 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

TRAFFIC SYSTEM MANAGEMENT AND VEHICLE IDLING <i>LCT-C8</i>	
Reductions (MTCO ₂ e)	
-1,075	2020
-1,075	2030
Methodology and Assumptions	<p>Fuel savings for a traffic signal synchronization program are estimated based on a similar program implemented in San Rafael in 2011/12 which reported annual fuel consumption savings of 119,284 gallons.</p> <p>We assume a split of 89% gasoline and 11% diesel based on EMFAC2014 modeling for Marin County in 2015.</p>
Sources	City of San Rafael, Program for Arterial Signal Synchronization Final Project Report, July 31, 2012

Calculation

	2020	2030
Fuel savings	119,284 gallons	119,284 gallons
Gasoline fuel savings	106,163 gallons	106,163 gallons
Diesel fuel savings	13,121 gallons	13,121 gallons
Total emissions reductions	1,075 MTCO ₂ e	1,075 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

ELECTRIC LANDSCAPE EQUIPMENT <i>LCT-C10</i>	
Reductions (MTCO ₂ e) -27 -108	2020 2030
Methodology and Assumptions	Leaf blowers consumed 52,148 gallons of gasoline and 42 gallons of diesel fuel in Marin County in 2016 (OFFROAD2007). Similar to the off-road emissions inventory, we assume 22.2% of emissions are attributable to San Rafael based on its share of countywide households in 2016. We assume a 25% reduction for 2020 due to the City's efforts to encourage use of electric leaf blowers and a 100% reduction in 2030 due to the City's action to ban all gasoline and diesel-powered leaf blowers by 2030.
Sources	OFFROAD2007

Calculation

	2020	2030
Leaf blower gasoline consumption, BAU	12,290 gallons	12,135 gallons
Leaf blower diesel consumption, BAU	9 gallons	10 gallons
Emissions from leaf blowers, BAU	109 MTCO ₂ e	108 MTCO ₂ e
Emissions reductions	27 MTCO ₂ e	108 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

ZERO AND LOW EMISSION CITY VEHICLES <i>LCT-M1</i>	
Reductions (MTCO ₂ e) -27 -274	2020 2030
Methodology and Assumptions	As vehicles are replaced, there will be opportunities to purchase/lease electric vehicles or improve vehicle fuel efficiency with similar models.
Sources	City of San Rafael

Calculation

	2020	2030
City vehicle fleet tailpipe emissions, 2016	612 MTCO ₂ e	612 MTCO ₂ e
Fuel efficiency improvement for fleet	5 %	50 %
Electricity for EVs	24,528 kWh	245,284 kWh
Electricity emissions	3 MTCO ₂ e	32 MTCO ₂ e
Emissions reductions	27 MTCO ₂ e	274 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

LOW CARBON FUELS <i>LCT-M2</i>	
Reductions (MTCO ₂ e) -67 -270	2020 2030
Methodology and Assumptions	Replace 25% of diesel consumption with renewable diesel by 2020 and 100% by 2030.
Sources	City of San Rafael 2016 Greenhouse Gas Emissions Inventory

Calculation

	2020	2030
Diesel use, BAU	44,142 gallons	44,142 gallons
Renewable diesel percentage	25%	100%
Emissions from diesel fuel	114 MTCO ₂ e	454 MTCO ₂ e
Emissions from renewable diesel fuel	46 MTCO ₂ e	185 MTCO ₂ e
Emissions reductions	67 MTCO ₂ e	270 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

CITY EMPLOYEE COMMUTE <i>LCT-M3</i>					
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right; width: 50%;">-22</td> <td style="width: 50%;">2020</td> </tr> <tr> <td style="text-align: right;">-22</td> <td>2030</td> </tr> </table>	-22	2020	-22	2030
-22	2020				
-22	2030				
Methodology and Assumptions	<p>CAPCOA Measure TRT-1. VMT reduction is 5.4% for a suburban center location.</p> <p>BAAQMD Transportation Fund for Clean Air guidance indicates a reduction of 0.2% of commute VMT for Guaranteed Ride Home Programs.</p> <p>We assume 230 work days per year per employee, 362 employees, and 13 miles per day per employee.</p>				
Sources	<p>California Air Pollution Control Officers Association, "Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures," August, 2010.</p> <p>BAAQMD Transportation Fund for Clean Air Guidance FYE 2018.</p>				

Calculation

	2020	2030
Employee commute VMT, BAU	1,082,380 VMT	1,082,380 VMT
Reduction in VMT	5.6%	5.6%
VMT avoided	60,613 VMT	60,613 VMT
Emissions reduction	22 MTCO ₂ e	22 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

MUNICIPAL ELECTRIC LANDSCAPE EQUIPMENT <i>LCT-M4</i>	
Reductions (MTCO ₂ e)	
-5	2020
-5	2030
Methodology and Assumptions	Assumes all gasoline-powered leaf blowers are replaced. As of 2017, the City had 18 leaf blowers in its equipment inventory.
Sources	City of San Rafael

Calculation

	2020	2030
Gasoline used for leaf blowers	620 gallons	620 gallons
Emissions from leaf blowers	5 MTCO ₂ e	5 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

ENERGY EFFICIENCY PROGRAMS	
<i>EE-C1</i>	
Reductions (MTCO ₂ e) -4,239 -17,334	2020 2030
Methodology and Assumptions	<p>We are forecasting an annual electricity savings of 1% and an annual natural gas savings of 1% based on the following:</p> <p>The National Action Plan for Energy Efficiency states among its key findings "consistently funded, well-designed programs are cutting annual savings for a given program year of 0.15 to 1 percent of energy sales."</p> <p>The American Council for an Energy-Efficiency Economy (ACEE) reports for states already operating substantial energy efficiency programs, energy efficiency goals of one percent, as a percentage of energy sales, is a reasonable level to target.</p> <p>MCE Clean Energy's Implementation Plan states "MCE's goal is to increase annual savings through energy efficiency programs to two percent (combined MCE and PG&E programs) of annualized electric sales...by the end of 2018."</p> <p>Electricity consumption declined an average of 0.86% per year in San Rafael between 2005 and 2016. Natural gas consumption declined an average of 0.93% per year between 2005 and 2016.</p>
Sources	<p>Marin Clean Energy Revised Community Choice Aggregation Implementation Plan and Statement of Intent, July 18, 2014.</p> <p>National Action Plan for Energy Efficiency, July 2006, Section 6: Energy Efficiency Program Best Practices (pages 5-6).</p> <p>Energy Efficiency Resource Standards: Experience and Recommendations, Steve Nadel, March 2006 ACEEE Report E063 (pages 28-30).</p>

Calculation

	2020	2030
Residential and commercial electricity use, 2016	346,842,862 kWh	346,842,862 kWh
Electricity savings less State actions	6,993,339 kWh	41,677,625 kWh
Residential and commercial natural gas use, 2016	15,155,231 therms	15,155,231 therms
Natural gas savings	606,209 therms	2,121,732 therms
GHG emissions reductions	4,239 MTCO ₂ e	17,334 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

ENERGY AUDITS <i>EE-C2</i>	
Reductions 0 -261	2020 2030
Methodology and Assumptions	Assumes program will be implemented in 2020 and program will require audits at time of sale but energy efficiency projects will be voluntary. Assumes 5% of audited housing units will implement energy efficiency upgrades based on findings from the City of Berkeley's Building Energy Saving Ordinance. Assume 31% Btu energy use reduction based on demonstrated Energy Upgrade California projects completed in Marin County between June 2010 and May 2017, based on 2005-2017 average (Marin County Assessor).
Sources	Marin County Assessor, http://www.marincounty.org/depts/ar/divisions/assessor/sales City of Berkeley, "Building Energy Savings Ordinance (BESO) Findings through Nov. 2016," December 7, 2016, https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Energy_and_Sustainable_Development/Energy%20Commission%20Presentation%20Berkeley.pdf Marin County Energy Watch Partnership, Dana Armanino, Sustainability Planner, County of Marin, darmanino@marincounty.org

Calculation

	2030
Average household electricity use 2016	5,319 kWh
Average household natural gas use 2016	408 therms
Number of housing units sold annually	584 units
Number of housing units provided energy audits	5,841 units
Percent of participating housing units	5%
Number of housing units implementing energy efficiency projects	292 units
Electricity reduction	31%
Natural gas reduction	31%
Annual electricity savings	481,536 kWh
Natural gas savings	36,902 therms
Electricity emissions reduction	64 MTCO ₂ e
Natural gas emissions reduction	196 MTCO ₂ e
Total GHG emissions reduction	261 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

COOL PAVEMENT AND ROOFS <i>EE-C3</i>					
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; width: 50%;">0</td> <td style="width: 50%;">2020</td> </tr> <tr> <td style="text-align: center;">-274</td> <td>2030</td> </tr> </table>	0	2020	-274	2030
0	2020				
-274	2030				
Methodology and Assumptions	<p>On average, for metropolitan areas studied, vegetation covers about 29-41% of the area, roofs 19-25%, and paved surfaces 29-39% (Akbari, 2008). For San Rafael, assumed paved surfaces cover 29%. Assume 10% will be replaced with high albedo content by 2030. Pavement has a potential for a 0.15 to 0.25 increase in albedo (Akbari, 2008); we have conservatively assumed a 0.15 change in albedo. $0.29 * 0.15 * 0.15 =$ Net change of 0.006525 for 2020.</p> <ul style="list-style-type: none"> - a 10K decrease in temperature for a 0.25 increase in albedo (Akbari) - 10 Kelvin = 10 Celsius - Electricity demand in cities increases by 2–4% for each 1 degree Celsius increase. Assume 3% for San Rafael. 				
Sources	Akbari, Hashem and Rose, Leanna Shea, "Urban Surfaces and Heat Island Mitigation Potentials," Journal of the Human-Environmental System, Vol. 11; No. 2: 85-101, 2008.				

Calculation

	2020	2035
Percent of city covered in pavement	29%	29%
Percent of paved area with high albedo	0%	10%
Albedo change	0.000	0.004
Temperature decrease	0.000 Celsius	0.174 Celsius
Reduction in electricity use	0 kWh	1,887,447 kWh
Reduction in emissions	0 MTCO ₂ e	274 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

GREEN BUILDING REACH CODE <i>EE-C4</i>	
Reductions (MTCO ₂ e) 0 -226	Implementation action: 2020 2030
Methodology	CAPCOA Measure BE-1 used for estimating building energy savings. Assumed ordinance is adopted in 2020.
Sources	California Air Pollution Control Officers Association, "Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures," August, 2010.

Calculation

Residential	2020	2030
Percent over Title 24 Energy Requirements	15 %	15 %
New construction electricity use, BAU	0 kWh	6,861,463 kWh
New construction electricity use, after Title 24	0 kWh	0 kWh
Additional reduction in electricity use	0 kWh	0 kWh
New construction natural gas use, BAU	0 therms	525,819 therms
New construction natural gas use, after Title 24	0 therms	262,910 therms
Additional reduction in natural gas use	0 therms	35,095 therms
GHG emissions reductions	0 MTCO ₂ e	187 MTCO ₂ e

Commercial	2020	2030
Percent over Title 24 Energy Requirements	15 %	15 %
New construction electricity use, BAU	0 kWh	3,814,082 kWh
New construction electricity use, after Title 24	0 kWh	1,907,041 kWh
Additional reduction in electricity use	0 kWh	74,375 kWh
New construction natural gas use, BAU	0 therms	97,148 therms
New construction natural gas use, after Title 24	0 therms	48,574 therms
Additional reduction in natural gas use	0 therms	5,246 therms
GHG emissions reductions	0 MTCO ₂ e	39 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

STREETLIGHTS <i>EE-M1</i>	
Reductions (MTCO ₂ e)	
-109	2020
-109	2030
Methodology and Assumptions	17% of streetlights converted to LED by end of 2016. Remaining streetlights will be converted by 2018, for a total of 4,400 streetlights.
Sources	City of San Rafael Public Works Department

Calculation

Electricity savings for 2017-2018 replacement project (approx. 3,663 fixtures)	809,273 kWh
GHG emissions reductions	109 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

ENERGY EFFICIENCY AUDIT AND RETROFITS <i>EE-M2</i>	
Reductions (MTCO ₂ e)	<p style="text-align: center;">-43 2020</p> <p style="text-align: center;">-43 2030</p>
Methodology and Assumptions	<p>Projects to be completed by 2018 are as follows:</p> <p>1) Interior and Exterior Building Lighting Upgrades</p> <p style="margin-left: 20px;">a) Interior Lighting Upgrades at City Hall, Downtown Library, Parkside Childcare Center, Pickleweed Childcare Center, and Fire Stations 54, 55, 56</p> <p style="margin-left: 20px;">b) Exterior Lighting Upgrades at the same buildings, excepting exterior lights that are metered separately from the buildings themselves (e.g. Fixtures on PG&E’s LS2 tariff).</p> <p>2) ECM – EMCS (Energy Management and Control System)</p> <p>Replacement of existing stand-alone programmable thermostats controlling the three packaged rooftop HVAC systems serving the Council Chambers and main lobby in City Hall. The new controls for these HVAC systems will be connected to the building’s existing Direct Digital Control (DDC) system and controlled using daily schedules, occupancy detection and advanced energy conservation algorithms.</p>
Sources	City of San Rafael

Calculation

Project	Annual Electricity Savings (kWh)	Annual Natural Gas Savings (therms)
Lighting - Interior	163,008	
Lighting - Exterior	46,266	
Energy Management and Control System	26,537	2,338
Total savings	235,811	2,338
Emissions reductions (MTCO ₂ e) 2020	31	12

APPENDIX A – PROGRAM CALCULATIONS

ENERGY CONSERVATION <i>EE-M3</i>	
Reductions (MTCO ₂ e)	
-33	2020
-33	2030
Methodology and Assumptions	Energy management software is proven to reduce energy consumption by 10% through identifying inefficiencies within operations. A 5% reduction in energy use for miscellaneous behavioral changes by staff and mechanical operations, and upgrading to Energy Star equipment were assumed.
Sources	

Calculation

Electricity consumption in municipal buildings, 2010	2,128,298 kWh
Electricity use in municipal buildings	277 MTCO ₂ e
Natural gas use in municipal buildings	392 MTCO ₂ e
Percent reduction in energy use	5%
Reduction in electricity consumption	106,415 kWh
GHG emissions reductions	33 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

RENEWABLE ENERGY GENERATION <i>RE-C1</i>	
Reductions (MTCO ₂ e) -1,348 -10,938	2020 2030
Methodology and Assumptions	<p>According to Project Sunroof, 89% of San Rafael buildings have roofs that are solar-viable. These 14,500 roofs have the capacity for 282 MW DC and could generate 402,000,000 kWh per year, which is more than the total electricity usage in San Rafael in 2015. Project Sunroof estimates there are 1,400 existing solar installations in San Rafael.</p> <p>Calculation assumes annual growth rates of 15% for residential systems and 15% for non-residential systems based on California Distributed Generation Statistics data, which shows countywide growth of 13.2% for residential systems and 19.7% for commercial systems, excluding government facilities. Growth continues at an annual 15% rate until solar reaches 24% market penetration in 2030 (after reaching 20-30% market penetration, the annual growth rate typically slows until it eventually drops to 4% in a mature market). The estimate of PV to be installed is restricted to installations on existing homes and commercial properties, excluding government facilities.</p>
Sources	<p>Solar Electric Power Association, "Utility Solar Market Snapshot: Sustained Growth in 2014," May 2015, https://www.solarelectricpower.org/media/322918/solar-market-snapshot-2014.pdf</p> <p>Project Sunroof, https://www.google.com/get/sunroof#p=0, accessed May 1, 2018.</p> <p>California Distributed Generation Statistics, "NEM Currently Interconnected Data Set," https://www.californiadgstats.ca.gov/downloads/, January 31, 2018.</p>

Calculation

	2020	2030
Estimated residential PV generation, 2016	8,049,980 kWh	8,049,980 kWh
Annual growth rate	15%	15%
Projected residential PV generation	14,079,465 kWh	56,959,288 kWh
Additional residential PV generation	6,029,485 kWh	48,909,308 kWh
Estimated non-residential PV generation, 2016	4,781,932 kWh	4,781,932 kWh
Annual growth rate	15%	15%
Projected non-residential PV generation	8,363,628 kWh	33,835,542 kWh
Additional non-residential PV generation	3,581,697 kWh	29,053,610 kWh
Additional electricity produced by distributed PV	9,611,182 kWh	77,962,918 kWh
GHG emissions reductions	1,348 MTCO ₂ e	10,938 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

GHG-FREE ELECTRICITY <i>RE-C2</i>	
Reductions (MTCO ₂ e)	<p style="text-align: center;">-22,510 2020</p> <p style="text-align: center;">-19,583 2030</p>
Methodology and Assumptions	The MCE 2019 Resource Integration Plan states that MCE electricity is projected to be 94% GHG-free in 2020 and 100% GHG-free by 2022. We have conservatively estimated a future GHG emission factor by assuming the remainder will be system power using the current emission factor set by CARB of 943.57736 lbs CO ₂ /MWh. MCE supplied 68.6% of the total electricity load in San Rafael in 2016. Assumes same percentage of Deep Green electricity as in 2016.
Sources	<p>MCE 2019 Integrated Resource Plan (November 2018). https://www.mcecleanenergy.org/wp-content/uploads/2019/01/MCE-2019-Integrated-Resource-Plan_11-8-2018_V_12-21-18.pdf</p> <p>Personal communication, Justin Kudo, MCE Manager of Account Services, jkudo@marinenergyauthority.org, July 14 and 15, 2016.</p>

Calculation

	2020	2030
Electricity use, BAU	349,255,444 kWh	361,579,868 kWh
Electricity saved through State actions	3,855,038 kWh	12,623,542 kWh
Less electricity saved through local energy efficiency and renewable energy actions	18,837,819 kWh	124,317,199 kWh
Net electricity use	326,562,587 kWh	224,639,126 kWh
Projected MCE electricity use (68.6% of total)	224,161,673 kWh	154,198,565 kWh
Electricity emissions w/MCE BAU	28,469 MTCO ₂ e	19,583 MTCO ₂ e
Electricity emissions w/MCE	5,958 MTCO ₂ e	0 MTCO ₂ e
GHG emission reductions	22,510 MTCO ₂ e	19,583 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

BUILDING AND APPLIANCE ELECTRIFICATION	
<i>RE-C3</i>	
Reductions (MTCO ₂ e) -20 -895	2020 2030
Methodology and Assumptions	Potential number of appliance replacements is based on a Marin County grant application for a Building Decarbonization Pilot Program, which proposes to provide cash rebates for natural gas appliance swap-outs. The pilot program application estimates the following number of replacements during the pilot program period: stoves and cooktops, 20; water heaters, 30; and furnaces and heating systems, 60. We assume 22% of the replacements will take place in San Rafael homes based on San Rafael's share of countywide households. We assume the program can grow at an annual rate of 25% with continued rebates and program implementation.
Sources	2009 California Residential Appliance Saturation Study, Volume 2, Page 23. http://www.energy.ca.gov/2010publications/CEC-200-2010-004/CEC-200-2010-004-V2.PDF County of Marin, Marin County Building Decarbonization Pilot Program for BAAQMD Climate Protection Grant Application, May 8, 2018.

Calculation

	2020	2030
Estimated annual natural gas use for stoves and cooktops	31 therms	31 therms
Estimated annual natural gas use for water heaters	188 therms	188 therms
Estimated annual natural gas use for space heating and	213 therms	213 therms
Estimated annual electricity use for stoves and cooktops	71 kWh	71 kWh
Estimated annual electricity use for water heaters	1,382 kWh	1,382 kWh
Estimated annual electricity use for space heating and cooling	3,096 kWh	3,096 kWh
Number of units stoves and cooktops replaced	4 units	187 units
Number of units water heaters replaced	7 units	281 units
Number of furnaces and heating systems replaced	13 units	562 units
Natural gas savings	4,189 therms	178,331 therms
Electricity consumption	50,301 kWh	2,141,571 kWh
GHG emissions reduction	20 MTCO ₂ e	895 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

SOLAR ENERGY SYSTEMS FOR MUNICIPAL BUILDINGS	
<i>RE-M1</i>	
Reductions (MTCO ₂ e)	
-141	2020
-141	2030
Methodology and Assumptions	Three City facilities currently have PV systems: Department of Public Works 174.9 kW DC, (installed February 2017), Al Boro Community Center (117 kW DC, installed February 2017), and A & C Street Parking Garages (148.4 kW DC, installed July 2017). The City plans to install a PV system on the new Public Safety Building roof (53.4 kW DC) and is currently investigating additional PV at City Hall (273.3 kW DC).
Sources	City of San Rafael

Calculation

Electricity generated at DPW location	258,292 kWh
Electricity generated at Al Boro Community Center	141,827 kWh
Electricity generated at parking garages	221,264 kWh
Projected electricity generated at City Hall	380,797 kWh
Projected electricity generated at Public Safety Building	79,619 kWh
Total electricity savings	1,081,800 kWh
GHG emissions reductions	141 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

MUNICIPAL DEEP GREEN ELECTRICITY <i>RE-M2</i>					
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right; padding-right: 10px;">-337</td> <td>2020</td> </tr> <tr> <td style="text-align: right; padding-right: 10px;">-366</td> <td>2030</td> </tr> </table>	-337	2020	-366	2030
-337	2020				
-366	2030				
Methodology and Assumptions	<p>Calculation assumes electricity consumption is reduced through all other measures first.</p> <p>For City electric vehicles, we assume EVs are replacing vehicles with an average 22 MPG, and .32 kWh/mile.</p> <p>Marin Clean Energy's Deep Green electricity is 100% renewable and 100% greenhouse gas free.</p>				
Sources					

Calculation

	2020	2030
Government operations electricity use in 2016	4,802,309 kWh	4,802,309 kWh
Electricity emissions reduced through other measures	2,234,785 kWh	2,234,785 kWh
Additional electricity demand from EVs	24,528 kWh	245,284 kWh
Remaining electricity consumption	2,592,053 kWh	2,812,808 kWh
Reduction in GHG emissions	337 MTCO ₂ e	366 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

COMMERCIAL ORGANIC WASTE <i>WR-C1</i>	
<p>Reductions (MTCO₂e)</p> <p style="padding-left: 20px;">-959</p> <p style="padding-left: 20px;">-1,507</p>	<p>2020</p> <p>2030</p>
<p>Methodology and Assumptions</p>	<p>Passed in 2014, AB 1826 requires businesses to recycle their organic waste, depending on the amount of waste they generate per week. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The law phases in mandatory recycling of commercial organics over time. In 2017, businesses that generate 4 cubic yards of organic waste per week must arrange for organic waste recycling services and divert all organic waste they produce. In 2019, the law extends to businesses that generate 4 cubic yards or more of commercial solid waste. The State law is intended to reduce statewide disposal of organic waste by 50% by 2020. If that target is not met, the law will be extended to cover businesses that generate 2 cubic yards or more of commercial solid waste.</p> <p>Marin Sanitary Service (MSS), the City’s franchised waste hauler, reports that of the 1,500 commercial accounts in San Rafael, only 121 were subject to AB 1826 in 2017. Of these, MSS has identified 84 businesses that are non-compliant, including some of the largest organic waste producers in San Rafael. MSS identifies businesses that do not subscribe to a recycling service as non-compliant. Some of these businesses may self-haul their waste and could potentially be in compliance. In 2019, the law will cover 322 businesses in San Rafael. After 2020, the law could cover 612 businesses in</p> <p>The City can assist Zero Waste Marin (a.k.a., the Marin Hazardous and Solid Waste Joint Powers Authority) and Marin Sanitary Service by conducting outreach, maintaining a registry of all businesses (including self-haulers) to track compliance with AB 1826, and hiring additional MSS or City dedicated to these efforts.</p> <p>According to CalRecycle, 55% of franchised commercial waste is recoverable for compost and mulch and paper recycling.</p> <p>This measure makes the following assumptions: 50% of landfilled waste is generated by commercial uses; 60% of commercial waste will be subject to AB 1826 by 2020; and 90% of commercial waste will be subject to AB 1826 by 2030. Based on current compliance rates, this measure assumes 30% of all businesses that meet the 2019 threshold will be compliant by 2020 and 30% of all business that meet the post-2020 threshold will be compliant by 2030.</p>
<p>Sources</p>	<p>Personal communication with Kim Schiebly, Marin Sanitary Service, Kim.Scheibly@marinsanitary.com</p> <p>CalRecycle, 2014 Disposal-Facility-Based Characterization of Solid Waste in California: Significant Tables and Figures, https://www2.calrecycle.ca.gov/WasteCharacterization/PubExtracts/2014/SigTableFig.pdf</p>

APPENDIX A – PROGRAM CALCULATIONS

Calculation

	2020	2030
Commercial landfilled waste (excluding self-haul, sludge and municipal waste)	23,504 tons	24,631 tons
Waste generated by covered businesses	14,103 tons	22,168 tons
Recoverable organic waste generated by covered businesses (55%)	7,756 tons	12,192 tons
Percent diverted from landfill	30%	30%
Tons diverted from landfill	2,327 tons	3,658 tons
GHG emissions reduction	959 MTCO ₂ e	1,507 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

RESIDENTIAL ORGANIC WASTE <i>WR-C2</i>	
Reductions (MTCO ₂ e) -74 -795	2020 2030
Methodology and Assumptions	<p>This measure continues and expands activities already occurring, including quarterly mailings by Marin Sanitary Service (MSS), tabling at community events, a marketing campaign by Zero Waste Marin, and community education by Resilient Neighborhoods. Under this measure, the City will utilize its website, communication tools, and social media to promote these activities and expand their reach, and encourage MSS to increase and expand their outreach through other channels such as on-bill and email response messaging. A 2014 Marin Sanitary Service waste characterization study found that 38% of residential solid waste sent to the landfill was compostable organic waste (30% food scraps, 4% food-soiled paper, and 4% plant debris). MSS reports that 9,589 tons of residential waste was collected in 2015 and estimates that approximately 1% of food waste is currently collected and composted. Curbside collection of food waste has been available in San Rafael since 2010 with weekly service for co-collection of plant debris and food scraps. Based on MSS's experience, this measure assumes an additional 5% of residential organic waste will be diverted by 2020 due to education and outreach activities. Based on the current residential waste diversion rate of 72%, we assume 50% of residential organic waste can be diverted by 2030.</p>
Sources	Personal communication with Kim Schieibly, Marin Sanitary Service, Kim.Scheibly@marinsanitary.com

Calculation

	2020	2030
Residential waste collected by MSS (gray cart)	9,739.7 tons	10,414.4 tons
Compostable organic waste generated by residents	3,701.1 tons	3,957.5 tons
Percent diverted from landfill	5%	50%
Tons diverted from landfill	185 tons	1,979 tons
GHG emissions reduction	74 MTCO ₂ e	795 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

CONSTRUCTION AND DEMOLITION DEBRIS AND SELF-HAUL WASTE					
<i>WR-C3</i>					
Reductions (MTCO ₂ e)	<table border="0"> <tr> <td style="padding-right: 20px;">-107</td> <td>2020</td> </tr> <tr> <td>-170</td> <td>2030</td> </tr> </table>	-107	2020	-170	2030
-107	2020				
-170	2030				
Methodology and Assumptions	<p>San Rafael currently complies with the State’s Green Building Code (CALGreen) by requiring development projects to direct all construction and demolition (C&D) materials to a certified facility that diverts at least 65% of nonhazardous C&D debris to recycle or salvage. However, recoverable material is still deposited in the landfill, primarily due to self-haul activity (clean-up and loads that are generated from projects not covered by CALGreen), and C&D loads that contain low percentages of recoverable material. The City can help to maximize the amount of recoverable material by providing outreach and education to waste generators, and by working with the County and CalRecycle to require processing of all loads for recoverable materials at the landfill or processing facility. MSS already processes all loads, but other facilities may not and/or charge a higher fee to do so, which discourages diversion.</p> <p>According to Zero Waste Marin, 2,058.93 tons of self-haul and debris box waste originating in San Rafael was landfilled in 2016. According to statewide solid waste characterizations studies, self-haul waste contains approximately 28% lumber, 3% paper, and 10% green waste, all of which could be diverted from the landfill. The measure assumes that 50% of this waste can be diverted by 2020 and 75% can be diverted by 2030, based on State mandates (SB 1383).</p>				
Sources	<p>Personal communication with Garth Schultz, R3 Consulting Group, gschultz@r3cgi.com</p> <p>Personal communication with Judith Silver, Zero Waste Marin, jsilver@marincounty.org</p> <p>CalRecycle, "2014 Disposal-Facility-Based Characterization of Solid Waste in California: Significant Tables and Figures," October 6, 2015.</p>				

Calculation

	2020	2030
Self-haul landfilled waste	2,058.9 tons	2,175.4 tons
Recoverable organic waste (26.4%)	543.6 tons	574.3 tons
Percent organic material diverted from landfill	50%	75%
Tons diverted from landfill	272 tons	431 tons
GHG emissions reduction	107 MTCO ₂ e	170 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

MANDATORY WASTE DIVERSION	
<i>WR-C4</i>	
<p>Reductions (MTCO₂e)</p> <p align="center">-639 -2,988</p>	<p>2020</p> <p>2030</p>
<p>Methodology and Assumptions</p>	<p>This measure assumes San Rafael will adopt a mandatory waste diversion ordinance similar to the one adopted by the City of Palo Alto in January 2016 (Palo Alto Municipal Code Chapter 5.20). Palo Alto requires all residents, visitors, and businesses to place their discards in the appropriate container – recycle, compost, or garbage. There are four steps to compliance: 1) subscribe to recycle, compost, and garbage service from the city’s contract hauler; 2) set-up color-coded and labeled containers in convenient locations for patrons, employees, and residents; 3) train and educate tenants, residents, contractors and janitors about how to properly sort their waste and to ensure requirements are met; and 4) sort waste into proper containers. Requirements are phased in over time as follows:</p> <p>April 1, 2016: Commercial customers generating 8 cubic yards or more of garbage per week. Multifamily buildings with 5 or more units and shared service. Food service establishments.</p> <p>January 1, 2017: Commercial customers generating 2 cubic yards or more of garbage per week.</p> <p>January 1, 2018: All commercial customers.</p> <p>Drivers perform regular monitoring of contamination in the solid waste, recycle, and compost containers. The City’s waste hauler’s staff may also perform random site visits. Violators are subject to penalties. Residential compliance is based on the honor system.</p> <p>This measure assumes a similar ordinance would require all commercial accounts and multifamily buildings with 5 or more units to comply by 2020. We assume that a mandatory diversion ordinance could increase the AB 1826 compliance rate to 50% by 2030. Assuming that the ordinance is expanded to require residents to comply, we estimate an overall 80% compliance rate for residential compostable organic waste by 2030.</p>
<p>Sources</p>	<p>City of Palo Alto, http://www.cityofpaloalto.org/gov/depts/pwd/zerowaste/projects/ordinance.asp CalRecycle, "2014 Disposal-Facility-Based Characterization of Solid Waste in California: Significant Tables and Figures," October 6, 2015.</p>

Calculation

	2020	2030
Additional commercial organic waste diverted	1,551.3 tons	6,096.2 tons
Additional residential organic waste diverted		1,187.2 tons
GHG emissions reduction	639 MTCO ₂ e	2,988 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

WASTE PROCESSING INFRASTRUCTURE	
<i>WR-C5</i>	
Reductions (MTCO ₂ e) 0 -4,222	2020 2030
Methodology and Assumptions	This measure assumes that new solid waste processing infrastructure is procured by 2030, but not 2020. Waste processing infrastructure could ultimately ensure that 95% of all recoverable organic waste collected by the franchised waste hauler is diverted from the landfill by 2030.
Sources	Personal communication with Kim Schiebly, Marin Sanitary Service, Kim Scheibly, Kim.Scheibly@marinsanitary.com CalRecycle, 2014 Disposal-Facility-Based Characterization of Solid Waste in California: Significant Tables and Figures, https://www2.calrecycle.ca.gov/WasteCharacterization/PubExtracts/2014/SigTableFig.pdf

Calculation

	2020	2030
Landfilled waste, excluding self-haul and sludge		51,585 tons
Tons diverted by other measures		13,791 tons
Diversion target (95% for 2030)		24,503 tons
Remaining tons to be diverted		10,712 tons
Recoverable organic waste (50% of total)		25,793 tons
GHG emissions reduction		4,222 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

WASTE FROM PUBLIC WASTE FACILITIES <i>WR-M1</i>	
Reductions (MTCO ₂ e)	
-174	2020
-261	2030
Methodology and Assumptions	This measure assumes 50% of recoverable organic waste currently landfilled could be diverted by 2020 and 75% could be diverted by 2030.
Sources	Personal communication with Charlie Wicke, Marin Sanitary Service, Charlie.Wicke@marinsanitary.com

Calculation

	2020	2030
Waste collected in public containers	1,765 tons	1,765 tons
Recoverable organic waste (50%)	882 tons	882 tons
Percent of organic waste diverted from landfill	50%	75%
Tons organic waste diverted from landfill	441 tons	662 tons
GHG emissions reduction	174 MTCO ₂ e	261 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

WASTE FROM CITY OPERATIONS <i>WR-M2</i>	
Reductions (MTCO ₂ e)	
-55	2020
-83	2030
Methodology and Assumptions	This measure assumes 50% of recoverable organic waste currently landfilled could be diverted by 2020 and 75% could be diverted by 2030.
Sources	Personal communication with Charlie Wicke, Marin Sanitary Service, Charlie.Wicke@marinsanitary.com

Calculation

	2020	2030
Waste generated by City operations	558 tons	558 tons
Recoverable organic waste (50%)	279 tons	279 tons
Percent diverted from landfill	50%	75%
Tons organic waste diverted from landfill	140 tons	209 tons
GHG emissions reduction	55 MTCO ₂ e	83 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

COMMUNITY WATER USE <i>WC-C1</i>	
Reductions (MTCO ₂ e) -793 -830	2020 2030
Methodology and Assumptions	<p>District-wide Marin Municipal Water District (MMWD) water consumption fell 19.6% between 2005 and 2015, or approximately 2% per year. We conservatively assume water consumption will continue to fall an average of 1% per year based on the following legislation and water conservation programs:</p> <ul style="list-style-type: none"> -The City has adopted CALGreen Tier 1 for residential buildings, which requires additional water conservation actions above the base code. -MMWD's regulations meet or exceed State law that requires single family homes and commercial and multi-family buildings to replace all non-compliant plumbing fixtures when remodeling and upon resale (resale requirement for commercial and multi-family buildings will be in effect on January 1, 2019). -MMWD provides rebates for water-efficient toilets, clothes washers, hot water recirculation systems, turf replacement, pool covers, mulch, graywater systems, and rain barrels. -MMWD provides residential and commercial building and landscape water audits and free-water saving devices (faucet aerators, showerheads, toilet leak test dye tablets, hose nozzles, etc.). -City partners with Rising Sun Energy Center's California Youth Energy Services and MCE's multi-family site survey program to provide water audits and free-water saving devices. -MMWD has adopted a landscape water conservation ordinance which applies to all new construction and rehabilitated landscape projects requiring a building permit, plan check, or design review. Irrigation controllers are required under CALGreen. -New commercial and multi-family construction is required to meet CALGreen code. MMWD requires all plumbing installed, replaced, or moved on any new or existing service to have high efficiency fixtures and meet minimum requirements. -MMWD has adopted a Water Waste Ordinance and requires drinking water and linen washing upon request at restaurants and hotels. -MMWD requires applicants for new water service and applicants requesting an enlarged water service for substantial residential or commercial remodels to install a graywater recycling system to reuse the maximum practicable amount of graywater on site. -MMWD conducts outreach and provides water conservation information to water users on its website. -MMWD provides virtual water-friendly garden tours on its website and the City partners with the Marin Master Gardeners to provide demonstration gardens at Falkirk Cultural Center.

APPENDIX A – PROGRAM CALCULATIONS

	<p>GHG reduction calculations are based upon the following:</p> <ul style="list-style-type: none"> -The California Energy Commission estimates that it takes 3,500 kWh of electricity per million gallons to convey, treat and distribute water from the water source to the customer in northern California. -MMWD began purchasing 100% renewable electricity in 2017 and Sonoma County Water agency, which provides approximately 25% of water, began purchasing 100% renewable electricity in 2015. We assume the water agencies will continue this practice.
Sources	<p>Personal communication with Carrie Pollard, Sonoma Marin Water Saving Partnership</p> <p>The Climate Registry for Sonoma County Water Agency emission factors</p> <p>Refining Estimates of Water-Related Energy Use in California, California Energy Commission, Dec. 2006</p>

Calculation

	2020	2030
Water consumption, BAU	2,553 MG	2,671 MG
Annual water consumption reduction	1 %	1 %
Potential annual water savings	102 MG	374 MG
Electricity saved	357,458 kWh	1,308,795 kWh
GHG emissions reduction from water conservation	32 MTCO ₂ e	116 MTCO ₂ e
GHG reduction from 100% renewable electricity	761 MTCO ₂ e	714 MTCO ₂ e
GHG emissions reduction	793 MTCO ₂ e	830 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

MUNICIPAL WATER USE <i>WC-M1</i>					
Reductions (MTCO ₂ e)	<table border="0"> <tr> <td style="padding-right: 10px;">-0.2</td> <td>2020</td> </tr> <tr> <td style="padding-right: 10px;">-0.2</td> <td>2030</td> </tr> </table>	-0.2	2020	-0.2	2030
-0.2	2020				
-0.2	2030				
Methodology and Assumptions	<p>Most municipal facilities have high-efficiency plumbing fixtures, but some do not. The Parks Division installs water-efficient landscaping as they repair or replace existing infrastructure.</p> <p>We assume electricity used for irrigation systems will be reduced 20% due to water-efficient landscaping.</p>				
Sources					

Calculation

	2020	2030
Electricity used for irrigation	7,432 kWh	7,432 kWh
Reduction in electricity use (20%)	1,486 kWh	1,486 kWh
GHG emissions reduction	0.2 MTCO ₂ e	0.2 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

LIGHT AND HEAVY DUTY FLEET REGULATIONS					
<i>State Action</i>					
Program Description	<p>Current federal and State regulations and standards will reduce transportation emissions from the light and heavy duty fleet. These include:</p> <ol style="list-style-type: none"> 1. Pavley Standards which increase fuel economy standards for light-duty vehicles for 2009-2016 model years. 2. Advanced Clean Cars Program which will reduce greenhouse gas and smog emissions for light-duty vehicles sold between 2017 and 2025. New automobiles will emit 34 percent fewer GHG emissions and 75 percent fewer smog-forming emissions. 3. ARB Tractor -Trailer Greenhouse Gas Regulations which accelerate the use of low rolling resistance tires and aerodynamic fairing to reduce GHG emissions in the heavy-duty truck fleet. 4. Heavy Duty GHG Emissions Standards (Phase One) which establish GHG and fuel efficiency standards for medium duty and heavy duty engines and vehicles for 2014-2018 model years. 				
Reductions (MTCO ₂ e)	<table border="0"> <tr> <td style="text-align: right;">-17,723</td> <td>2020</td> </tr> <tr> <td style="text-align: right;">-56,878</td> <td>2030</td> </tr> </table>	-17,723	2020	-56,878	2030
-17,723	2020				
-56,878	2030				
Methodology and Assumptions	Anticipated emissions reductions resulting from implementation of these light and heavy duty fleet regulations are modeled in EMFAC2017. In order to be consistent with the methodology used in City's Greenhouse Gas Inventory, results are adjusted to reflect the global warming potential of methane and nitrous oxide as reported in the IPCC Fifth Assessment Report.				
Sources	<p>California Air Resources Board, EMFAC2017 v.1.0.2.</p> <p>California Air Resources Board, EMFAC2014 Volume III - Technical Documentation, v1.0.7, May 12, 2015</p>				

Calculation

	2020	2030
Passenger VMT BAU	476,148,178 VMT	498,984,014 VMT
Passenger VMT, net reductions from other measures	464,070,454 VMT	403,939,571 VMT
Commercial VMT BAU	44,026,930 VMT	44,834,540 VMT
Bus VMT BAU	3,933,965 VMT	3,355,241 VMT
Emissions, BAU	228,032 MTCO ₂ e	206,076 MTCO ₂ e
Emissions with regulations	210,309 MTCO ₂ e	149,198 MTCO ₂ e
Reduction in emissions	17,723 MTCO ₂ e	56,878 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

RENEWABLE PORTFOLIO STANDARD <i>State Action</i>	
Program Description	Established in 2002 in Senate Bill 1078, the Renewable Portfolio Standard program requires electricity providers to increase the portion of energy that comes from eligible renewable sources, including solar, wind, small hydroelectric, geothermal, biomass and biowaste, to 20 percent by 2010 and to 33 percent by 2020. Senate Bill 350, passed in September of 2015, increases the renewable requirement to 50 percent by the end of 2030. Senate Bill 100, passed in September 2018, accelerated the RPS standard to 60 percent by 2030 and zero-carbon by 2045.
Reductions (MTCO ₂ e) -1,585 -4,542	2020 2030
Methodology and Assumptions	<p>This State Action assumes PG&E and Direct Access entities will meet the Renewable Portfolio Standard requirements and that these entities will carry the same share of the community's electricity load as in 2016. GHG reductions related to MCE's GHG reduction policies are quantified separately as a local action.</p> <p>California Public Utilities Code Section 454.52 requires each load-serving to procure at least 50 percent eligible renewable energy resources by 2030 and to meet the economywide reductions of 40% below 1990 levels by 2030.</p> <p>The CPUC calculator version 3c provides projected emission factors for 2020. For 2030, the CPUC has set electric sector GHG reductions at a level that represents a 50% reduction from 2015 levels. We therefore apply a 50% reduction to PG&E and DA 2015 emission factors to forecast 2030 emission factors.</p>
Sources	<p>GHG Calculator, version 3c_Oct2010. https://ethree.com/public_projects/cpuc2.php</p> <p>PG&E, "Greenhouse Gas Emission Factors: Guidance for PG&E Customers," November 2015, https://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf</p> <p>California Public Utilities Commission "CPUC Adopts Groundbreaking Path to Reduce Greenhouse Gases in Electric Sector," Press Release Docket #: R.16-02-007, Feb. 8, 2018.</p>

Calculation

	2020	2030
Electricity use, BAU	349,255,444 kWh	361,579,868 kWh
Electricity saved through other State actions	3,855,038 kWh	12,623,542 kWh
Electricity saved through local actions	18,837,819 kWh	124,317,199 kWh
Net electricity use (PG&E)	68,929,226 kWh	47,415,723 kWh
Net electricity use (DA)	33,471,688 kWh	23,024,838 kWh
Electricity emissions, BAU	17,289 MTCO ₂ e	11,893 MTCO ₂ e
Electricity emissions w/RPS	15,704 MTCO ₂ e	7,351 MTCO ₂ e
GHG emission reductions	1,585 MTCO ₂ e	4,542 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

TITLE 24 ENERGY EFFICIENCY STANDARDS <i>State Action</i>					
Program Description	The California Energy Commission (CEC) promotes energy efficiency and conservation by setting the State’s building efficiency standards. Title 24 of the California Code of Regulations consists of regulations that cover the structural, electrical, mechanical, and plumbing system of every building constructed or altered after 1978. The building energy efficiency standards are updated on an approximate three-year cycle, and each cycle imposes increasingly higher demands on energy efficiency and conservation. The California Energy Commission's 2007 Integrated Policy Report established the goal that new building standards achieve "net zero energy" levels by 2020 for residences and by 2030 for commercial buildings.				
Reductions (MTCO ₂ e)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right; padding-right: 10px;">-8</td> <td>2020</td> </tr> <tr> <td style="text-align: right; padding-right: 10px;">-2,871</td> <td>2030</td> </tr> </table>	-8	2020	-2,871	2030
-8	2020				
-2,871	2030				
Methodology	We assume that residential buildings will be zero net electricity by 2020 and all buildings will be zero net energy by 2030.				
Sources	<p>California Energy Commission, http://www.energy.ca.gov/title24/2013standards/background.html</p> <p>California Energy Commission, http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2012-5-31-Item-05-Adoption_Hearing_Presentation.pdf</p> <p>California Energy Commission, https://www.lgc.org/wordpress/wp-content/uploads/2016/02/2016-Energy-Standards-Overview-California-Energy-Commission.pdf</p>				

APPENDIX A – PROGRAM CALCULATIONS

Calculation

Reductions from Title 24 Upgrades	2016 Reductions from 2013 Standards (assumed for development after 2017)	Projected average reduction 2020-2030 from 2015 baseline	
	Energy Savings	Electricity Savings	Natural Gas Savings
	Residential New Construction	28.00%	100%
Non-residential New Construction	5.00%	50%	50%

Projected Residential Development with Title 24 Energy Reductions

	2017-2020	2021-2030	TOTAL through 2020	GHG Reductions through 2020	TOTAL through 2030	GHG Reductions through 2030
New Residential (units)	0	1,290	0		1,290	
Electricity Use BAU	0	6,861,463	0		6,861,463	
Electricity Use Savings	0	6,861,463	0	0	6,861,463	917
Natural Gas Use BAU	0	525,819	0		525,819	
Natural Gas Use Savings	0	262,910	0	0	262,910	1,398

Projected Non-Residential Development with Title 24 Energy Reductions

	2017-2020	2021-2030	TOTAL through 2020	GHG Reductions through 2020	TOTAL through 2030	GHG Reductions through 2030
Electricity Use BAU	561,583	3,814,082	561,583		4,375,665	
Electricity Use Savings	28,079	1,907,041	28,079	4	1,935,120	293
Natural Gas Use BAU	14,304	97,148	14,304		111,452	
Natural Gas Use Savings	715	48,574	715	4	49,289	262

APPENDIX A – PROGRAM CALCULATIONS

LIGHTING EFFICIENCY <i>State Action</i>					
Program Description	AB 1109, the Lighting Efficiency and Toxic Reduction Act, tasks the California Energy Commission (CEC) with reducing lighting energy usage in indoor residences by no less than 50% from 2007 levels by 2018, as well as requires a 25% reduction in indoor and outdoor commercial buildings by the same date. To achieve these efficiency levels, the CEC applies its existing appliance efficiency standards to include lighting products, as well as requires minimum lumen/watt standards for different categories of lighting products. The bill also expands existing incentives for energy efficient lighting.				
Reductions (MTCO ₂ e)	<table border="0"> <tr> <td style="text-align: right;">-980</td> <td>2020</td> </tr> <tr> <td style="text-align: right;">-980</td> <td>2030</td> </tr> </table>	-980	2020	-980	2030
-980	2020				
-980	2030				
Methodology and Assumptions	<p>5.2% of nonresidential electricity is used for outdoor lighting (California Energy Commission 2006)</p> <p>28.9% of nonresidential electricity is used for indoor lighting (California Energy Commission 2006)</p> <p>Residences use 1,342 kWh for indoor lighting on average (U.S. Department of Energy 2012)</p> <p>The CEC reports that between 2008 and 2010, interior residential lighting electricity dropped 7%, and commercial interior lighting electricity dropped 13%, and commercial outdoor lighting dropped 6 percent. We assume 1/4 of the remaining goal will be achieved between 2016 and 2018.</p>				
Sources	<p>Itron, Inc., "California Commercial End-Use Survey," California Energy Commission, March 2006, Publication Number: CEC-400-2006-005, p. 186. Accessed March 26, 2015. <http://apps1.eere.energy.gov/buildings/publications/pdfs/ssl/2010-lmc-final-jan-2012.pdf></p> <p>California Lighting Technology Center at UC Davis for the California Energy Commission, "Achieving Energy-Efficient Lighting in California," Sept. 2015, http://www.energy.ca.gov/2015publications/CEC-500-2015-085/CEC-500-2015-085.pdf</p> <p>Navigant Consulting, Inc., "2010 U.S. Lighting Market Characterization," U.S. Department of Energy, January 2012, p. 42. Accessed March 26, 2015. <http://apps1.eere.energy.gov/buildings/publications/pdfs/ssl/2010-lmc-final-jan-2012.pdf></p>				

APPENDIX A – PROGRAM CALCULATIONS

Calculation

	2020	2030
Residential electricity indoor lighting use, 2016	32,248,260 kWh	32,248,260 kWh
Commercial electricity use, 2016	223,299,292 kWh	223,299,292 kWh
Commercial indoor lighting use, 2016	11,611,563 kWh	11,611,563 kWh
Commercial outdoor lighting use, 2016	64,533,495 kWh	64,533,495 kWh
Reduction in residential electricity use	3,466,688 kWh	3,466,688 kWh
Reduction in commercial indoor lighting use	348,347 kWh	348,347 kWh
Reduction in commercial outdoor lighting use	3,065,341 kWh	3,065,341 kWh
GHG emission reductions	980 MTCO ₂ e	980 MTCO ₂ e

APPENDIX A – PROGRAM CALCULATIONS

RESIDENTIAL SOLAR WATER HEATERS <i>State Action</i>	
Program Description	The Residential Solar Water Heater Program (AB 1470) created a \$350 million incentive program to encourage the installation of solar water heating systems that offset natural gas and electricity use in homes and businesses throughout the State. The goal is to install 200,000 solar water heaters by 2017.
Reductions (MTCO ₂ e)	<p style="text-align: center;">-29 2020</p> <p style="text-align: center;">-29 2030</p>
Methodology and Assumptions	<p>Natural gas solar water heaters reduce natural gas use by 130 therms (U.S. Department of Energy 2010)</p> <p>Electric solar water heaters reduce electricity use by 2,429 kWh (U.S. Department of Energy 2010)</p> <p>An average of 0.013 water heaters per home will be replaced as a result of the strategy in 2020 (California Air Resources Board 2008)</p> <p>85% of California homes use natural gas for water heating, 4% use propane/LPG, and 11% use electricity (U.S. Energy Information Administration 2009)</p> <p>The program began in 2010. We assume 2/7ths of the energy savings will occur by 2017.</p>
Sources	<p>U.S. Department of Energy, "ENERGY STAR Water Heater Market Profile," September 2010, p. 15. Accessed March 27, 2015. <https://www.energystar.gov/ia/partners/prod_development/new_specs/downloads/water_heaters/Water_Heater_Market_Profile_2010.pdf></p> <p>U.S. Energy Information Administration, 2009 Residential Energy Consumption Survey, Table HC8.11, "Water Heating in U.S. Homes in West Region, Division, and States, 2009." Accessed March 26, 2015. <http://www.eia.gov/consumption/residential/data/2009/#undefined></p>

Calculation

	2020	2030
Number of housing units, 2016	24,030	24,030
Number of solar water heaters installed, 2017	45	45
Percent electric water heaters	11%	0
Percent natural gas water heaters	89%	1
Reduction in electricity use	11,924 kWh	11,924 kWh
Reduction in natural gas use	5,163 therms	5,163 therms
GHG emission reductions	29 MTCO ₂ e	29 MTCO ₂ e

APPENDIX B - IMPLEMENTATION MATRIX

LEGEND

Action	Require, Implement, Encourage, Develop or Support
Time Frame:	Short = 1-3 years; Long = 3-10 years; Ongoing
Potential GHG Reduction:	Total metric tons of estimated annual greenhouse gas reduction
% Overall GHG Reduction:	Percentage of the overall (all sectors combined) 156,000 MTCO ² emissions reductions called for by 2030
Staffing Level:	Low = Existing staff can implement without changing current priorities Medium = Existing staff can implement, but will require some reprioritization of current tasks to accommodate new task(s) High = Most likely will require new staff or contract position(s) to implement
Funding Source	General Fund, agency partner funds, grants, etc.
City Control:	Low = mostly City can only encourage or advocate Medium = City can exert some influence through incentives, ordinance, or other strategic influence High = City can create or mandate through process, procedure, or ordinance
Co-Benefits:	Potential added benefits, specifically related to the Economy, Social Equity, or Health such as new job creation or business opportunities, lower pollution levels, greater community connection and resiliency, etc.
Potential Unintended Consequences:	Potential harms in other areas, such as environmental impacts or pollution, economic hardships to residents or businesses, burdensome regulations/bureaucracy or high administrative costs, limiting to long-term adaptation strategies, etc.
How We Measure Progress:	Metrics and outcomes that determine success

ACTION DEFINITIONS

REQUIRE – These are generally requirements, regulations, ordinances, or other types of mandates.

IMPLEMENT – These are generally things we have a lot of control over and could include programs, policies, community engagement, or collaborative activities.

ENCOURAGE – These are things where we have less direct control, and may include community engagement, partnerships with other agencies or groups, incentives, or behavior change campaigns.

DEVELOP – These are things we may need more information about before implementing or requiring something. This might include general research or a formal analysis.

SUPPORT – These are things where our role is limited, or other agencies or groups are responsible for action. Support could run the gamut from conducting outreach to adopting ordinances that reinforce their activities, such as energy efficiency programs.

APPENDIX B - IMPLEMENTATION MATRIX

LOW CARBON TRANSPORTATION

ID	Measure	ACTION	TIME FRAME	GHG REDUCTION	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
LCT-C1	Zero Emission Vehicles	REQUIRE IMPLEMENT ENCOURAGE	SHORT LONG	30,345	HIGH	General Fund Grants	MEDIUM	ECONOMY EQUITY HEALTH	Increased electrical demand may require demand-side management to encourage and/or require consumers to modify their level and pattern of electricity usage.	Number of charging stations installed. Code/ordinances passed. Number of ZEVs registered in San Rafael. Target: 25% of registered automobiles in Marin County are ZEVs by 2030.
LCT-C2	Bicycling	IMPLEMENT ENCOURAGE	SHORT LONG	1,910	HIGH	Gas Tax Grants	LOW	ECONOMY EQUITY HEALTH	Increased bicycle-vehicle collisions.	Completion of Bicycle Pedestrian Master Plan projects, including 21 miles of additional Class 1 and 2 bike facilities, bike share (300 bikes) and bike racks/lockers (12 each) goals.
LCT-C3	Walking	IMPLEMENT ENCOURAGE	LONG	575	HIGH	Gas Tax Grants	LOW	ECONOMY EQUITY HEALTH		Completion of Bicycle Pedestrian Master Plan projects. Target: 2% reduction in passenger trips that start and end in San Rafael.
LCT-C4	Safe Routes to School	SUPPORT IMPLEMENT	SHORT LONG	320	MEDIUM	Gas Tax Grants	LOW	EQUITY HEALTH	Cost to TAM to fund Safe Routes to School program may crowd out funding for other programs.	Safe Routes to School projects completed. Decrease in students driving in a family vehicle from 47% to 29%.
LCT-C5	Public Transit	SUPPORT ENCOURAGE	SHORT LONG	1,035	LOW	Agency Partners General Fund	LOW	ECONOMY EQUITY HEALTH	Additional cost to Marin Transit for renewable diesel and electric buses may crowd out funding for to increase transit frequency or coverage.	Target: all of Marin Transit vehicles use renewable diesel by 2020 and 50% of Marin Transit's VMT is driven by electric buses by 2030.
LCT-C6	Employee Trip Reduction	SUPPORT ENCOURAGE	SHORT	1,030	LOW	Agency Partners General Fund	LOW	ECONOMY EQUITY HEALTH		Number of businesses offering a TDM program. Target: all San Rafael businesses with 30 or more employees offer a TDM program.
LCT-C7	Parking Requirements	REQUIRE	SHORT	55	LOW	General Fund	HIGH	HEALTH	Increased parking congestion and traffic impacts.	Code/ordinance passed. Target: 100 parking spaces reduced.
LCT-C8	Traffic Management System and Vehicle Idling	IMPLEMENT ENCOURAGE	LONG	1,075	MEDIUM	General Fund Grants	HIGH	ECONOMY HEALTH		Number of projects completed. Target: 119,284 gallons of fuel saved.

APPENDIX B - IMPLEMENTATION MATRIX

LOW CARBON TRANSPORTATION

ID	Measure	ACTION	TIME FRAME	GHG REDUCTION	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
LCT-C9	Smart Growth Development	ENCOURAGE REQUIRE	LONG	n/a	LOW	General Fund	LOW	ECONOMY EQUITY HEALTH	More traffic and parking impacts	Number of projects completed.
LCT-C10	Electric Landscape Equipment	ENCOURAGE	LONG	110	LOW	General Fund	MEDIUM	HEALTH	More equipment turnover and waste	Decrease in fuel consumption for landscape equipment as reported in OFFROAD models. Target: all leaf blowers are electric.
LCT-M1	Low Emission City Vehicles	IMPLEMENT	SHORT LONG	275	MEDIUM	General Fund Grants Rebates	HIGH	HEALTH	Unreliability and maintenance of new technologies	Number and type of vehicles replaced. Target: 50% reduction in vehicle fleet gasoline consumption.
LCT-M2	Low Carbon Fuels	IMPLEMENT	SHORT	270	LOW	General Fund	HIGH	HEALTH	May create a market for products that are virgin and not just discards. New market stability.	Percentage of fuel switched. Target: all diesel consumption is renewable diesel.
LCT-M3	City Employee Commute	IMPLEMENT ENCOURAGE	SHORT	20	LOW	General Fund	MEDIUM	ECONOMY EQUITY HEALTH		Number of new employees signed up to the programs and using incentives. Target: employee commute VMT reduced by 60,613 miles.
LCT-M4	Municipal Electric Landscape Equipment	IMPLEMENT	SHORT	5	LOW	General Fund	HIGH	HEALTH	More equipment turnover and waste	Percentage of landscape equipment replaced. Target: all leaf blowers are replaced with electric versions.
TOTALS				37,030						

APPENDIX B - IMPLEMENTATION MATRIX

ENERGY EFFICIENCY

ID	Measure	ACTION	TIME FRAME	GHG REDUCTION	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
EE-C1	Energy Efficiency Programs	SUPPORT IMPLEMENT	ONGOING	17,335	MEDIUM	General Fund Grants On-Bill Financing	MEDIUM	ECONOMY EQUITY		Target: 1% annual reduction in electricity and natural gas consumption.
EE-C2	Energy Audits	DEVELOP	LONG	260	LOW	General Fund	HIGH	ECONOMY EQUITY	An energy audit requirement could impact the real estate sales process.	Target: 5% of audited housing units implement energy efficiency projects resulting in 31% energy savings.
EE-C3	Cool Pavement and Roofs	IMPLEMENT DEVELOP ENCOURAGE	LONG	275	LOW	General Fund Grants	HIGH	ECONOMY EQUITY HEALTH	Difficulty seeing pavement markings and wayfinding	Target: 10% of paved areas converted to high albedo surfaces.
EE-C4	Green Building Reach Code	REQUIRE	SHORT	225	LOW	General Fund County	HIGH	HEALTH	Additional time and cost to applicants, unreliability of new technologies.	Reach code ordinance adopted.
EE-C5	Streamline Permit Process and Provide Technical Assistance	DEVELOP IMPLEMENT	SHORT	n/a	HIGH	General Fund Grants	MEDIUM	ECONOMY EQUITY HEALTH		Program implemented.
EE-M1	Streetlights	IMPLEMENT	SHORT	110	LOW	Capital Improvement Program	HIGH	ECONOMY EQUITY HEALTH	Light pollution.	Target: 4,400 light fixtures converted to LED.
EE-M2	Energy Efficiency Audit and Retrofits	IMPLEMENT	SHORT	45	LOW	Capital Improvement Program	HIGH	ECONOMY HEALTH		Complete projects: 1) Interior and Exterior Lighting Upgrades at City Hall, Downtown Library, Parkside Childcare Center, Pickleweed Childcare Center, and Fire Stations 54, 55, 56. 2) Programmable thermostat replacements for City Hall.
EE-M3	Energy Conservation	IMPLEMENT	SHORT	35	LOW	General Fund	HIGH	ECONOMY HEALTH	Mismatch to existing infrastructure / systems.	Reduce energy use 5% through behavioral changes and upgrades to Energy Star equipment.
TOTALS				18,280						

APPENDIX B - IMPLEMENTATION MATRIX

RENEWABLE ENERGY

ID	Measure	ACTION	TIME FRAME	GHG REDUCTION	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
RE-C1	Renewable Energy Generation	ENCOURAGE SUPPORT IMPLEMENT	ONGOING	10,940	LOW	General Fund	MEDIUM	ECONOMY	Degradation to habitat and ecosystems for ground-mount solar.	Target: 15% annual growth rate for residential and commercial solar energy systems and 24% market penetration by 2030.
RE-C2	GHG-Free Electricity	SUPPORT ENCOURAGE	LONG	19,560	LOW	General Fund	MEDIUM	ECONOMY HEALTH	Reduces perceived urgency to complete energy efficiency projects.	Target: MCE electricity is 100% GHG-free by 2025.
RE-C3	Building and Appliance Electrification	SUPPORT	SHORT LONG	895	LOW	General Fund, Grants	MEDIUM	ECONOMY HEALTH	Additional cost to property owner / electrical panel upgrade	Target: 23 appliances / heating systems electrified in first year and 25% growth in installations in each year thereafter.
RE-C4	Innovative Technologies	DEVELOP	LONG	n/a	MEDIUM	General Fund, Grants	HIGH	ECONOMY EQUITY HEALTH	Cost for design and construction of projects may be higher than for proven technologies. May face a greater risk for technical issues, obstacles, and obsolescence.	Projects implemented.
RE-M1	Solar Energy Systems for Municipal Buildings	IMPLEMENT	SHORT	140	MEDIUM	Capital Improvement Program	HIGH	ECONOMY	Maintenance issues for panels, roof	Complete 53.4 kW DC project at the Public Safety Building and 273 kW DC project at City Hall.
RE-M2	Municipal Deep Green Electricity	IMPLEMENT	ONGOING	365	LOW	General Fund	HIGH	ECONOMY	Reduces perceived urgency to complete energy efficiency projects.	Annual purchase of Deep Green electricity.
TOTALS				31,925						

APPENDIX B - IMPLEMENTATION MATRIX

WASE REDUCTION

ID	Measure	ACTION	TIME FRAME	GHG REDUCTION	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
WR-C1	Commercial Organic Waste	ENCOURAGE SUPPORT	SHORT LONG	1,505	LOW	Grants General Fund	LOW	EQUITY	Additional costs to MSS and rate payers. Increased smells and pests.	Target: outreach to 400 businesses by 2020, another 600 businesses after 2020. 30% of businesses are compliant.
WR-C2	Residential Organic Waste	ENCOURAGE SUPPORT	SHORT	795	MEDIUM	Grants, General Fund	LOW	ECONOMY	Increased smells and pests.	Target: 5% diversion by 2020 and 50% by 2030.
WR-C3	Construction & Demolition Debris and Self-Haul Waste	ENCOURAGE SUPPORT	SHORT	170	LOW	Grants, General Fund	MEDIUM	ECONOMY	Burdensome for builders; may deter projects or reduce permits. Increased costs for renters.	Target: 50% diversion by 2020 and 75% by 2030.
WR-C4	Mandatory Waste Diversion	REQUIRE	SHORT	2,990	MEDIUM	General Fund Fees	HIGH	ECONOMY EQUITY	Space and affordability issues. Backlash to mandates. Increased non-franchised entities soliciting rate payers for business.	Target: increase commercial AB1826 compliance rate to 50% and divert 80% of residential organic waste by 2030.
WR-C5	Waste Processing Infrastructure	DEVELOP	LONG	4,220	MEDIUM	General Fund Rate Payers MSS	HIGH		Unacceptably high costs to rate payers. Decreased diversion due to perception that sorting is no longer necessary.	Target: increase diversion rate of recoverable organic waste to 95%.
WR-C6	Extended Producer Responsibility	ENCOURAGE SUPPORT	LONG	n/a	LOW	General Fund	LOW	ECONOMY	Transportation impacts from take-back programs.	Monitor State regulations.
WR-C7	Inorganic Waste	ENCOURAGE DEVELOP	SHORT	n/a	MEDIUM	Grants General Fund	LOW	ECONOMY		Community education and engagement programs implemented.
WR-M1	Waste from Public Facilities	IMPLEMENT	SHORT	260	LOW	Grants General Fund	HIGH		Increased smells and pests. Increased contamination.	50% of recoverable organic waste currently landfilled is diverted by 2020 and 75% is diverted by 2030.
WR-M2	Waste from City Operations	ENCOURAGE IMPLEMENT	SHORT LONG	85	HIGH	Grants General Fund	HIGH		Increased smells and pests. Increased contamination.	50% of recoverable organic waste currently landfilled is diverted by 2020 and 75% is diverted by 2030.
TOTALS				10,025						

GOAL: Reduce organic and paper waste disposal by 50% by 2020 and 75% by 2030.

SB 1383 established targets to achieve a 50% reduction in organic waste by 2020 and a 75% reduction by 2025.

APPENDIX B - IMPLEMENTATION MATRIX

WATER CONSERVATION

ID	Measure	ACTION	TIME FRAME	GHG REDUCTION	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
WC-C1	Community Water Use	ENCOURAGE SUPPORT IMPLEMENT	ONGOING	830	LOW	General Fund	LOW	ECONOMY EQUITY	Water restrictions may reduce potential for carbon sequestration in landscapes.	Target: 1% annual water consumption reduction
WC-C2	Municipal Water Use	IMPLEMENT	SHORT	<1	MEDIUM	General Fund	MEDIUM			Target: 20% reduction in electricity used for irrigation
TOTALS				830						

APPENDIX B - IMPLEMENTATION MATRIX

SEQUESTRATION AND ADAPTATION

ID	Measure	ACTION	TIME FRAME	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
SA-C1	Urban Forest	ENCOURAGE IMPLEMENT REQUIRE	LONG	LOW	General Fund; Grants	MEDIUM	ECONOMY EQUITY HEALTH	Tree roots may degrade adjacent pavement and sidewalks. Trees and vegetation may increase fire risk in developed areas. Irrigation requirements may reduce ability to meet water conservation targets. Project costs and time delays.	
SA-C2	Carbon Sequestration	ENCOURAGE IMPLEMENT	LONG	MEDIUM	General Fund; Grants	MEDIUM		Unknown effects of new technologies	
SA-C4	Carbon Offsets	ENCOURAGE DEVELOP	LONG	LOW	General Fund	LOW		Carbon offsets may reduce perceived urgency for direct action through efficiency, conservation, etc.	
SA-C5	Sea Level Rise	SUPPORT IMPLEMENT	LONG	HIGH	General Fund, Grants	HIGH	ECONOMY EQUITY	Gentrification	Projects implemented.
SA-C6	Climate Change Adaptation	SUPPORT DEVELOP IMPLEMENT	LONG	MEDIUM	General Fund	HIGH	ECONOMY EQUITY		Projects implemented.

APPENDIX B - IMPLEMENTATION MATRIX

COMMUNITY ENGAGEMENT

ID	Measure	ACTION	TIME FRAME	STAFFING	FUNDING SOURCE	CITY CONTROL	CO-BENEFITS: ECONOMY EQUITY HEALTH	POTENTIAL UNINTENDED CONSEQUENCES	HOW WE WILL MEASURE PROGRESS
CE-C1	Community Education	ENCOURAGE SUPPORT	ONGOING	LOW	General Fund; Grants	MEDIUM	ECONOMY EQUITY HEALTH		Number of people participating in Resilient Neighborhoods and amount of GHG reduced.
CE-C2	Community Engagement	SUPPORT IMPLEMENT DEVELOP	ONGOING	HIGH	General Fund	MEDIUM	ECONOMY EQUITY HEALTH		Results from implemented programs.
CE-C3	Advocacy	ENCOURAGE	ONGOING	LOW	General Fund	LOW	ECONOMY EQUITY HEALTH	Loss of local control	State legislation enacted.
CE-C4	Innovation and Economic Development	ENCOURAGE DEVELOP SUPPORT	SHORT LONG	HIGH	General Fund, Grants	MEDIUM	ECONOMY	Risks of not having tangible outcomes	Working group created and results achieved.
CE-C5	Green Businesses	ENCOURAGE SUPPORT	SHORT LONG	MEDIUM	County Funding, General Fund	LOW	ECONOMY HEALTH		Number of businesses enrolled in the program each year.

APPENDIX B - IMPLEMENTATION MATRIX

IMPLEMENTATION AND MONITORING

ID	Measure	ACTION	TIME FRAME	STAFFING	FUNDING SOURCE	CITY CONTROL	HOW WE WILL MEASURE PROGRESS
<i>IM-C1</i>	Annual Monitoring	IMPLEMENT	SHORT	LOW	General Fund	HIGH	Annual report and priorities list.
<i>IM-C2</i>	Update GHG Emissions Inventories	IMPLEMENT	SHORT LONG	HIGH	General Fund; Grants	HIGH	Community Inventory updated annually and government operations inventory updated every 5 years.
<i>IM-C3</i>	Funding Sources	IMPLEMENT	SHORT	MEDIUM	General Fund	HIGH	Amount of funding secured.
<i>IM-C4</i>	Update the Climate Action Plan	IMPLEMENT	LONG	HIGH	General Fund; Grants	HIGH	Update CCAP to incorporate new long-term reduction targets.
<i>IM-C5</i>	Project Compliance Checklist	IMPLEMENT	SHORT	LOW	General Fund	HIGH	Number of projects that comply with checklist.

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Lifestyles	LF1	(LF1) Implement General Plan policies to increase residential and commercial densities within walking distance of high frequency transit centers and corridors.		X			City Council accepted the Downtown SMART Station Area Plan and Civic Center SMRT Area Plan in 2012/13. Both plans include TOD recommendations, land use changes and improved bike/ped access and connectivity. These recommendations will be addressed in the General Plan 2040 and Downtown Precise Plan, which are underway and are expected to be adopted in 2020.	CD
	LF2-a	(LF2) Encourage the continued funding and development of the Sonoma-Marín Area Rail Transit, which will provide residents and employees of San Rafael an additional transportation alternative to single-occupant vehicles.		X			Service to San Rafael started in 2017. Currently working with SMART to complete the extension to Larkspur.	CM
	LF2-b	(LF2) Modify land uses and transportation systems surrounding the future Civic Center SMART Station to improve bicycle and pedestrian access to site.		X			Council accepted SMART Civic Center Station Area Plan in 2013, which includes specific land use recommendations. These recommendations will be addressed in the General Plan 2040 and Downtown Precise Plan, which are underway and are expected to be adopted in 2020. An updated Bicycle Pedestrian Master Plan was adopted by the City Council in 2018, which includes circulation impacts. The Civic Center Station and Civic Center Drive improvements have been completed, which include complete pedestrian and bicycle improvements.	CD
	LF3	(LF3) Determine areas in need of sidewalk improvements, land use changes, or modified transit stops to create walkable neighborhoods.			X		Bicycle Pedestrian Master Plan adopted in 2018. https://www.cityofsanrafael.org/bicycle-pedestrian-master-plan/	DPW
	LF4-a	(LF4) Require new mixed-use and commercial developments to provide space for locating future bike sharing stations.				X	To be included in CCAP 2030. These recommendations will be addressed in the General Plan 2040 and Downtown Precise Plan, which are underway and are expected to be adopted in 2020.	CD
	LF4-b	(LF4) Conduct a feasibility study to determine the appropriate program scale, costs, and locations for bike-sharing stations.	X				The Marin County Bicycle Sharing Feasibility Study was completed in 2013.	CM
	LF4-c	(LF4) Facilitate the creation of a bike share program, particularly in the Downtown area.		X			The Transportation Authority of Marin and Sonoma Transportation Authority were jointly awarded \$824,000 in funding from MTC in 2017, and are actively pursuing this project for 2019.	CM / DPW

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Lifestyles	LF5	(LF5) Support Marin Transit in the planning, funding and implementation of additional transit services that are cost-effective and responsive to existing and future transit demand.			X		Marin Transit continues to refine services and has implemented 15 minute intervals along major transit routes.	CM
	LF6	(LF6) Continue to implement sidewalk and street improvements for the Safe Routes to School program. Encourage the school districts, Marin Transit and the Transportation Authority of Marin to increase funding for school busing programs, promote carpooling and limit vehicle idling.			X		Department of Public Works has completed several projects since 2008 and continues to work with Safe Routes to Schools and other agencies to identify and implement projects.	DPW
	LF7-a	(LF7) Continue to implement the adopted Bicycle and Pedestrian Master Plan.			X		Department of Public Works continues to work with partners and funding agencies to identify and implement projects.	DPW
	LF7-b	(LF7) Provide alternate work schedules and telecommuting opportunities.			X		This is done on a case-by-case basis depending on the need to cover public-facing service counters and other on-site needs.	CM
	LF7-c	(LF7) Provide transit and carpool incentives to City employees.			X		Implemented an employee commute alternatives program in 2013.	CM
	LF8-a	(LF8) Promote the use of Alternative Fuel and Fuel Efficient Vehicles.			X		City promotes programs to employees and general public through a variety of channels, such as co-hosting EV ride-and-drive events.	CM
	LF8-b	(LF8) Support regional efforts to encourage widespread availability of charging stations.			X		City participates in Transportation Authority of Marin's Clean Technology Advisory Working Group and assists with planning efforts.	CM
	LF8-c	(LF8) Revise parking requirements for private parking facilities to provide charging stations.	X				Adopted August 2014	CD
		(LF8) Revise parking requirements for public and new commercial developments to include designated stalls for low-emitting, fuel-efficient vehicles and carpool/vanpool vehicles for a minimum of 8% of total parking capacity and to pre-wire stalls for future electric vehicle charging stations for 2% of total parking capacity.	X				Adopted in 2013 by City Council	CD
	LF8-d	(LF8) Install charging stations for plug-in electric vehicles in City garages and parking lots.			X		Currently the City has charging infrastructure in four City lots and garages with the intention of adding more as lots and garages are resurfaced. City Hall lot will receive chargers in 2019 along with solar installation.	Parking Svcs
	LF9	(LF9) Adopt a policy to limit City vehicle idling where practical. Evaluate equipping trucks with an auxiliary electrical system for illumination and warning signs.			X		City has a vehicle idling policy. Fire department has solar-powered auxiliary electrical systems for fire trucks vehicles.	DPW
LF10	(LF10) Educate and encourage businesses and residents to limit vehicle idling.				X	This will be included in new CCAP	CM	

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Lifestyles	LF11	(LF11) Adopt a Zero Waste goal and implement programs to achieve goal in San Rafael.		X			Adopted in 2011 by Resolution. Ongoing efforts to reduce waste through annual grant programs, internships, and work with waste hauler and community.	CM
	LF12	(LF12) Encourage the Marin County Hazardous and Solid Waste JPA to establish a landfill "tipping fee" to fund waste reduction efforts.	X				The JPA established a landfill and hauler fee to fund waste reduction efforts in 2008.	CM
	LF13	(LF13) Facilitate a composting program to assist and educate residents in home-composting and create facilities to convert organic waste (e.g., vegetative or food waste) to energy.	X				Food to Energy program started by Marin Sanitary Service in 2013. Curbside composting for residents started in 2010. Curbside composting for commercial and multi-family customers started in 2014.	CM
	LF14	(LF14) Work with the City's waste franchisee to create additional incentives in the rate structure for waste reduction and recycling and expand the range of recycled products if resale markets exist.		X			Rate structure analysis completed in 2014. No further financial incentives were identified. However, further outreach and education was identified and is being implemented.	CM
	LF15	(LF15) Adopt a construction debris recycling and reuse ordinance.	X				Originally adopted in 2011. Revised for compliance with California Green Building Code in 2016.	CD
	LF16	(LF16) Assist in the development of additional reuse facilities (resale shops, refilling stations, repair shops, and resource recovery yards).				X	Our extremely low vacancy rate in industrial makes this prohibitive in general. City will assist as needed and as opportunities arise.	CM
	LF17	(LF17) Investigate options for banning nonrecyclable single use items, such as plastic bags and polystyrene takeout food containers.	X				Bag ordinance adopted in 2014. EPS ordinance adopted in 2012.	CM
	LF18	(LF18) Modify the City's purchasing practices and policies to become a model for other businesses and organizations.			X		Environmentally Preferable Purchasing Policy adopted in 2013.	CM
	LF-GGRS	(LF-GGRS) Continue to implement existing City policy to purchase alternative fuel vehicles and increase the efficiency of the vehicle fleet.		X			31 of the City's pool vehicles are hybrids, and 5 of the 6 parking vehicles are battery electric. A study is underway to identify all opportunities for greening the fleet as vehicles are replaced every several years.	DPW
Buildings	BU1-a	(BU1) Participate in the Marin Energy Authority Clean Energy (MCE) Program by switching all City accounts over to the Light Green Option in 2010 and the Deep Green Option by 2020.	X				All City (Municipal) accounts were switched to Light Green in 2010, and to Deep Green in 2017.	CM
	BU1-b	(BU1) Support efforts of Marin Energy Authority to increase the proportion of renewable power offered to residents and businesses and to provide financial and technical assistance for energy efficiency upgrades.			X		City supports their efforts and MEA (Now MCE Clean Energy) has been offering these programs. In addition, the City works with PG&E, CESC and others to promote energy efficiency upgrades.	CM

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Buildings	BU2	(BU2) Create or participate in an assessment district bond financing program to fund installation of renewable energy systems and energy efficiency measures.	X				Five Property Assessed Clean Energy (PACE) programs authorized to operate in San Rafael in 2012 and 2013.	CM
	BU3-a	(BU3) Adopt zoning allowances for the location of solar collectors in residential zones.	X				Zoning Ordinance Amendments 14.16.305, 307. Solar farms intended to generate energy for the grid are a conditionally permitted use (where utility facilities lists it).	CD
	BU3-b	(BU3) Adopt zoning allowances for solar farms and wind turbines in large commercial parking lots and rooftops of large buildings.		X			Adopted zoning regulations for wind turbines on rooftops of buildings in 2014, but have not adopted regulations for solar farms in large commercial parking lots. To be included in CCAP 2030 implementation.	CD
	BU4	(BU4) Require new construction and remodel projects to comply with policies in the existing green building ordinance.	X				The City adopted first green building ordinance in 2011 and has subsequently updated it and adopted California Green Building Code in 2016. The Building Division will revisit the green building standards again in late 2019 when the 2020 State building codes are reviewed and considered for adoption.	CD
	BU5	(BU5) Develop a program to achieve energy savings in existing buildings, with a goal of decreasing energy use by 20% as of the year 2020.		X			Many changes to existing buildings have taken place as well as new construction and demolition of existing buildings makes it difficult to measure apples to apples. However, multiple projects have been completed from lighting upgrades to HVAC replacements, covering the majority of City facilities. City undertaking an effort to benchmark all buildings once new Public Safety Center is complete in 2020.	DPW
	BU6	(BU6) Continue to implement the City's Green Building Ordinance requiring water conservation measures in new and remodeled buildings, to coordinate with and support the Marin Municipal Water District in implementation and enforcement of the Water Efficient Landscape Ordinance and to encourage water conservation in existing homes and businesses through the Resilient Neighborhoods and Resilient Businesses programs, to reduce water use by 30% by the year 2020.			X		All efforts being conducted. Community water use had decreased 17% by 2016.	CD
	BU7	(BU7) Facility Energy Audit - Complete an energy audit of major City facilities and implement audit recommendations for energy efficiency and renewable energy potential.			X		Some audits conducted by Marin Energy Watch Partnership. Efforts underway to audit all facilities by 2020.	DPW

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Buildings	BU-GGRS	(BU-GGRS) Recycled Water - Support the installation of purple pipe infrastructure & expanded use of recycled water by the Marin Municipal Water District.			X		City has purple pipe infrastructure in some areas of North San Rafael in conjunction with MMWD and Las Gallinas Valley Sanitary District.	DPW
	BU-GGRS	(BU-GGRS) Reduce emissions from heavy-duty construction equipment by limiting idling and utilizing cleaner fuels, equipment, and vehicles.				X	This will be included in new CCAP	DPW / CD
Environment	EN1	(EN1) Increase Tree Plantings - Plant new and retain existing trees to maximize energy conservation and carbon sequestration benefits			X		The City conducts ongoing tree plantings and maintenance in accordance with its membership in the Tree City USA program, of which the City has been a member for many years.	DPW
	EN2	(EN2) Adopt ordinances to regulate the removal and replacement of significant trees.				X	This measure will be included in the new CCAP.	DPW
	EN3	(EN3) Update zoning regulations for parking lot landscaping to increase shading and reduce thermal gain.	X				In 2011, the City Council adopted zoning ordinance amendments to include improve regulations and standards for parking lot tree cover.	CD
	EN4	(EN4) Establish a local carbon offset program to support tree planting and maintenance.				X	Analysis did not bear out the wisdom of a local offset program due to high level of administration and costs involved.	CM
	EN5	(EN5) Encourage the creation of home and community gardens, including possible use of surplus City properties for community gardens.			X		The City helped establish two multi-family residential community gardens at private properties in the Canal Neighborhood in 2010. In addition, the City has two community gardens it manages on City property, one in Terra Linda and one in the Canal Neighborhood.	CM
	EN6	(EN6) Continue to promote local farmers markets.			X		The City hosts the Downtown Farmers' Market Festival from April through September every year and promotes it and the Civic Center market, which happens all year long.	ED
	EN7	(EN7) Develop a program of levee analysis, including inventorying heights, testing and maintaining public and private levees.			X		Done on a case by case basis, no active program at this time.	DPW
	EN8	(EN8) Install a sea level rise monitoring gauge to track changes over time.				X	Consider as part of a future adaptation planning and monitoring effort for sea level rise.	DPW
	EN9	(EN9) Participate in Marin County's regional vulnerability assessment, and prepare a local vulnerability assessment for San Rafael.		X			Community Development created a Sea Level Rise White Paper, describing the current situation and outlining next steps toward this goal. BCDC pilot risk assessment completed in 2015 and available on BCDC website. County of Marin completed the BayWAVE Vulnerability Assessment. The City partnered in these efforts. http://www.marincounty.org/main/baywave/vulnerability-assessment	CM

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Environment	EN10	(EN10) Continue to provide emergency planning and community awareness.			X		The Fire Department conducts these and the City has an active CERT program.	FD
	EN-GGRS	(EN-GGRS) Work with BCDC to monitor sea level rise and plan for shoreline defense.			X		Ongoing. The City works with BCDC and other agencies to monitor and plan for sea level rise. City to prepare a Sea Level Rise Adaptation Report to incorporate into the General Plan 2040, which may incorporate basis development regulations. The General Plan 2040 is underway and expected to be adopted in 2020.	CD
	EN-GGRS	(EN-GGRS) Replace Holiday Streetlights with LED lighting.	X				Done in 2010	DPW
	EN-GGRS	(EN-GGRS) Complete the retrofit of yellow bulb City traffic signals with LED lighting and retrofit streetlights with LED fixtures.		X			All traffic signal lights switched to LED's in 2015. Streetlights have been replaced over time with the final streetlights being replaced in 2018.	DPW
Economy	EC1	(EC1) Continue to promote new green business opportunities.			X		City participates regularly in the Chamber's Green Business Committee and promotes the County's Green Business Program, including having two City facilities certified.	CM
	EC2	(EC2) Support and encourage green business opportunities in conjunction with Marin County Green Business Program.			X		See EC1	CM
	EC3	(EC3) Maintain San Rafael's jobs/ housing ratio and seek to achieve sufficient employment opportunities in San Rafael.			X		The City of San Rafael has received approval from the State for the 2015-2023 Housing Element. The Housing Element ensures opportunities for the development of market rate and affordable housing which helps address the jobs/housing ratio. Economic Development staff has been working with Chamber of Commerce on employer retention as well as business recruitment to maintain and grow employment base in San Rafael. BioMarin worked with city staff in 2014 to obtain approvals for the corporate center campus, which increased employment	CD
	EC4	(EC4) Support the creation of environmentally beneficial jobs, particularly for low-income residents.			X		City staff provides funding and works with the Downtown Streets Team to provide jobs for homeless individuals to sweep the streets around downtown San Rafael. This program reduces non-point source runoff to creeks and streams and helps homeless residents transition to employment. City staff support the Conservation Corps North Bay which engages in projects related to the environment – most Corps members are from low-income backgrounds. Includes local hiring projects such as composting at the Farmers' Market Festival and recycling in the City.	ED / CD

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Community Outreach	CO1	(CO1) Increase City employees awareness of climate protection issues, and develop internal committees (such as a green purchasing initiative or energy efficiency) to implement plans.			X		Employee Green Team developed Environmental Purchasing Policy, adopted in 2013. Employee Commute Committee started in 2012. Employee Green Team working in all departments to enhance recycling; City Hall is Green Business Certified. City Hall composting started with MSS summer 2014 and is ongoing. City supports Resilient Neighborhoods carbon reduction program and has had three City staff EcoTeams go through the program.	CM
	CO2	(CO2) Use the City's website and City publications and work with community organizations to promote sustainability efforts to both residents and businesses.			X		City works with variety of organizations to promote sustainability efforts such as MMWD, MCE, the County of Marin and Marin Climate Energy Partnership, among others. City uses web site, social media accounts, NextDoor.com, City Manager's Snapshot and other news and information bulletins to promote sustainability.	CM
	CO3	(CO3) Partner with other agencies and organizations to hold an annual "Green Festival" to promote sustainability efforts.				X	City has supported and helped sponsor all EcoFair Marin events and Earth Day Marin events since their inception. EcoFair Marin folded in 2013, but City still supports these types of events when they occur.	CM
	CO4	(CO4) Advocate for state and federal legislation that advance GHG reductions and other sustainability efforts.			X		City continues to send letters supporting or opposing state and federal legislation related to sustainability efforts.	CM
	CO5	(CO5) Continue to provide a leadership role with other local governmental agencies to share best practices and successes.			X		Have served on steering committee of MCEP, including two years as Chair. Worked with Marin waste JPA to develop environmental review and bag ordinances that could be used in all jurisdictions. San Rafael was first city in California to receive Beacon Award for Sustainability from Institute for Local Government. Developed a Sea Level Rise White Paper that other jurisdictions have borrowed from. Provided our GHG Reduction Strategy inventory tool to all local jurisdictions in Marin to do annual inventories. Have been featured on panels and educational events.	CM
	CO-GGRS	(CO-GGRS) Resilient Neighborhoods and Businesses - Implement the resilient neighborhoods and businesses program to encourage behavioral changes to reduce carbon emissions through effective education and peer group support.			X		City has supported the Resilient Neighborhoods program through funding and in-kind donations and through providing staff and intern support, and office space. City implemented Resilient Businesses program in 2011. City has also promoted other similar programs for businesses.	CM

APPENDIX C - 2009 C.C.A.P. PROGRAM STATUS

CATEGORY	MEASURE	DESCRIPTION	COMPLETED	IN PROGRESS	ONGOING	NOT STARTED	NOTES	DEPT
Community Outreach	CO-GGRS	(CO-GGRS) Energy Efficiency Outreach Continue to inform businesses and residents of programs and rebates to conserve energy.			X		City participates in Chamber Green Business Committee. City developed extensive sustainability web pages devoted to business. City works with MCE, Bay Area Regional Energy Network, Marin Energy Watch Partnership, and others to promote programs and rebates like Rising Sun Energy Center's Green House Call program, Community Action Marin's energy efficiency programs, and Resilient Neighborhoods.	CM
		(CO-GGRS) Sustainability circles will be created to work through a structured curriculum and offer households and small businesses opportunities to improve energy and resource use, to reduce waste generation, and to make more informed purchasing decisions.			X		Resilient Neighborhoods is an ongoing program supported by the City. Greening for Profit was a one-year program that has been memorialized on a City web site and case studies that the City makes available online. City works with various agencies and the Chamber to help businesses and residents reduce waste, water, energy, and make improvements to various energy and purchasing related activities.	CM
Implementation	IM1	(IM1) Evaluate future development applications and the City's Capital Improvement Program against compliance with the Climate Change Action Plan.		X			City has a Qualified Greenhouse Gas Reduction Strategy approved by BAAQMD, which carries with it a checklist for compliance for development applications. CIP currently does not have a formal evaluation tool. To be developed in 2019.	CD / DPW
	IM2	(IM2) Prepare an annual report to the Planning Commission and City Council assessing the implementation of the Plan.			X		As part of our Greenhouse Gas Reduction Strategy, a formal presentation is given to City Council annually.	CM
	IM3	(IM3) Hire a Sustainability Coordinator to advance efforts to implement the Climate Change Action Plan.	X				Hired in 2011.	CM
	IM4	(IM4) Appoint a Sustainability Commission to advance efforts to implement the Climate Change Action Plan.				X	This measure was replaced by Quarterly Community Implementation Forums, which are ongoing.	CM
			14	14	31	9	68	

NOTES

There were 48 regular measures in the original CCAP.

This grew to 68 total measures when it was developed into the GHG Reduction Strategy.

This was primarily due to breaking measures up into smaller items (a, b, c, etc.) and including some new measures as well (identified by the suffix "-GGRS").

CLIMATE CHANGE ACTION PLAN 2030

COMMUNITY SURVEY RESPONSES AND DRAFT CLIMATE
CHANGE ACTION PLAN 2030 COMMENTS

SUMMER 2018 THROUGH FEBRUARY 2019

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OVERVIEW

The following are open-ended comments and responses to the “other” segments of questions from the Climate Change Action Plan (“CCAP”) Survey. These responses were gathered through an online survey as well as in-person engagements at various meetings and events held in the community during the late spring and summer of 2018. These responses and engagement discussions helped inform which measures were included as well as how they were written. They will also help inform the implementation of the CCAP going forward.

The Spanish language survey opened June 8. The English language survey opened June 29. The survey closed August 9. The online version of the survey was posted at: https://www.opentownhall.com/portals/302/issue_6438

There were a total of 8 engagements, meetings and/or community events:

- June 8, parent engagement at San Pedro Elementary School end of year Kermes (festival)
- July 6, Canal youth and parent engagement at Alcohol Justice meeting
- July 12, student solicitation survey via Marin School of Environmental Leadership
- July 19, CCAP quarterly implementation forum
- July 26, Chamber of Commerce business engagement mixer at VenturePad
- August 2, Canal Neighborhood pop-up event at Albert J Boro Community Center
- August 22, senior engagement, Goldenaires bingo luncheon, B Street Community Center
- September 5, Vietnamese resident survey conducted at senior lunch program, Albert J Boro Community Center

In addition, there were two online polls through NextDoor.com, several emails sent out to various City email lists including the City Manager’s Snapshot, and various presentations given at community meetings and events to promote the survey. City employees and department directors were solicited for input, and other jurisdictions and sustainability professionals were consulted as well. A total of 324 survey responses were received, 262 of which were initially submitted online. 98 respondents identified as a San Rafael business owner, manager or employee. Approximately 45 respondents were primarily Spanish-speaking residents; approximately 25 were primarily Vietnamese-speaking residents. All Spanish and Vietnamese language responses were translated into English and included in the online survey and are in the responses container herein.

Subsequently, an initial Draft CCAP was presented to the San Rafael City Council on October 15, 2018. 16 members of the public commented on the Draft. City Councilmembers also commented on the Draft. Those comments were also incorporated into the Final Draft CCAP and can be found at the following link: https://cityofsanrafael.granicus.com/DocumentViewer.php?file=cityofsanrafael_b6429bc5-1c0e-4202-b654-ea7436362710.pdf&view=1.

SUMMARY RESPONSES

Climate Change Action Plan Survey
Please help us by answering some questions we have related to our Climate Change Action Plan.

Summary Of Responses

As of October 11, 2018, 11:26 AM, this forum had: Topic Start
Attendees: 388 June 29, 2018, 10:58 AM
Responses: 324
Hours of Public Comment: 16,2

QUESTION 1

Which of these would you be most likely to support here in San Rafael?

An ordinance that requires businesses and residents to recycle and compost correctly, and allows the City to issue fines to those that won't comply

		%	Count
YES, DEFINITELY		43,8%	137
PROBABLY		21,7%	68
UNSURE		8,6%	27
PROBABLY NOT		16,6%	52
NO WAY		7,7%	24

An increase in garbage/recycling rates to invest in machinery that can remove contaminants from recycling and/or composting loads so they can be kept from landfill

		%	Count
YES, DEFINITELY		29,1%	91
PROBABLY		34,5%	108
UNSURE		15,0%	47
PROBABLY NOT		9,3%	29
NO WAY		8,0%	25

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

QUESTION 2

Are there any other ideas you might have to ensure we meet our state goals for composting and recycling more of our waste?

Answered	138
Skipped	186

QUESTION 3

Are you currently composting your kitchen food scraps?

		%	Count
Yes (in my green cart)		69.3%	217
Yes (in my garden or home composter)		19.8%	62
No		22.0%	69

QUESTION 4

Which of these would you be willing to do if you have not done so already?

Get a water use assessment for home, garden/lawn

		%	Count
YES, DEFINITELY		47.5%	124
PROBABLY		23.8%	62
UNSURE		11.1%	29
PROBABLY NOT		10.7%	28
NO WAY		3.1%	8

Replace an old irrigation system with an efficient system

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.



Replace a lawn with drought-tolerant landscaping



QUESTION 5

What might prevent you from doing any of the above? (check all that apply)



Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

QUESTION 6

Would you like to answer more questions about the climate action plan or submit and exit the survey? (Don't forget to click Next!)

		%	Count
Answer more questions		94.1%	285
Submit and exit		5.9%	18

QUESTION 7

If you don't already have one, would you consider buying or leasing a plug-in electric vehicle or plug-in hybrid vehicle in the next few years?

		%	Count
YES, DEFINITELY		45.2%	131
PROBABLY		22.8%	66
UNSURE		10.7%	31
PROBABLY NOT		16.6%	48
NO WAY		4.8%	14

QUESTION 8

What might stop you or get in the way of buying one? (select all that apply)

		%	Count
Cost		62.8%	174
Lack of home charging		37.2%	103
Lack of workplace charging		19.5%	54
Lack of public charging		31.0%	86

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

		%	Count
Concerned about how far they can go on a battery charge		45,1%	125
Need more information on some aspect of EV's		11,2%	31
Other		27,1%	75

QUESTION 9

Thinking about you and people you know, please check the top 3 things that you think the City could do to help increase ownership of Electric Vehicles.

		%	Count
Install more EV charging stations in public places and parking lots		56,5%	165
Require property owners to install EV charging stations (homes, businesses, and apartment complexes)		15,8%	46
Offer free charging for electric vehicles		52,7%	154
Offer free parking for electric vehicles		35,6%	104
Offer rebates or other financial incentives to purchase new or used EVs		60,3%	176
Offer rebates or other financial incentives to purchase and install charging stations		31,8%	93
Other		8,6%	25

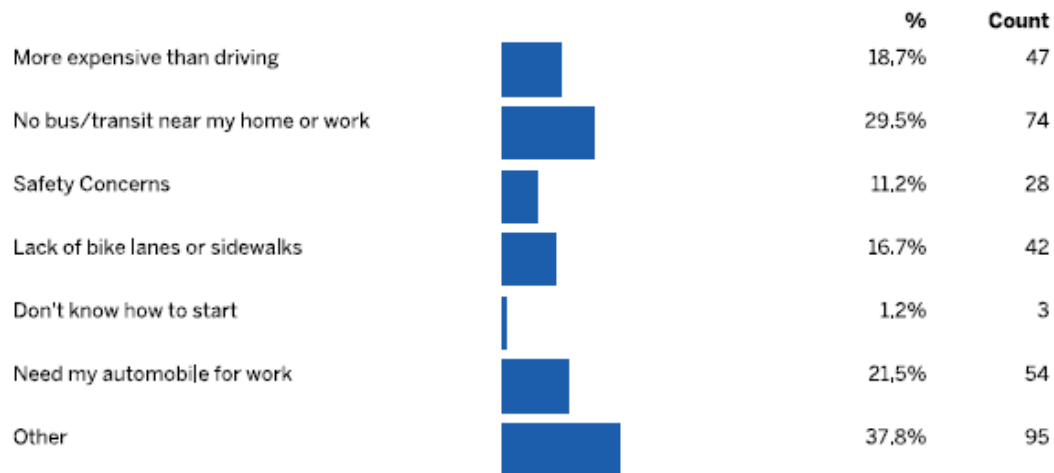
QUESTION 10

If you don't already get to school or work by taking the bus, walking, biking, carpooling, and/or telecommuting, what stops you from doing one of these options more often? (Check up to 3 choices.)

		%	Count
Takes longer than driving		53,8%	135

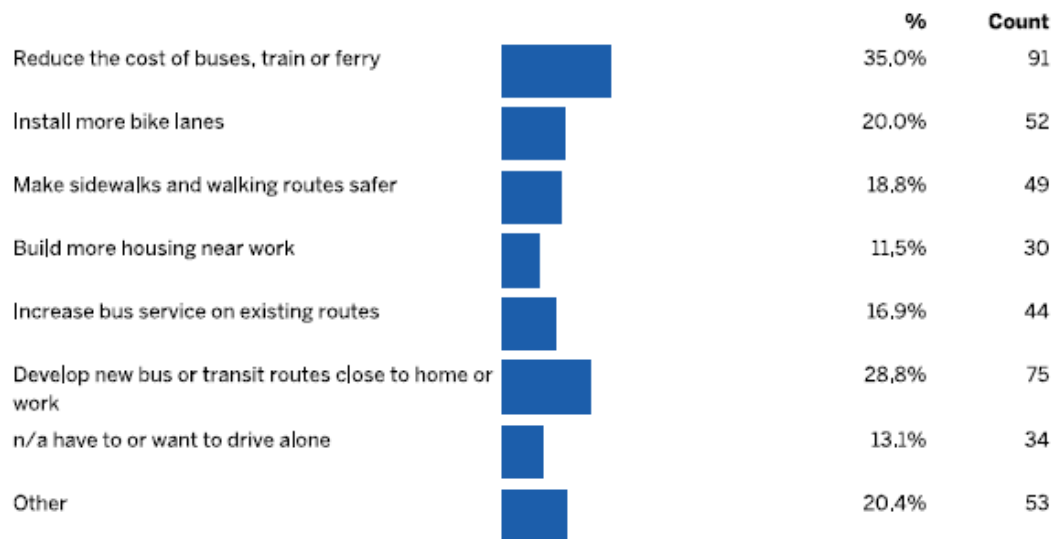
Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.



QUESTION 11

What could the City or transit companies do to help you get to work and school without driving alone, and to use options like taking the bus, walking, biking, carpooling, and telecommuting? (Check your top 2 choices)



Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

QUESTION 12

Would you like to answer more questions about the climate action plan or submit and exit the survey? (Don't forget to click Next!)

		%	Count
Answer more questions		96.2%	279
Submit and exit		3.8%	11







QUESTION 13

Do you have any appliances that are more than 10 years old and may be inefficient?

		%	Count
Yes		62.7%	178
No		37.3%	106

QUESTION 14

If you answered yes, I have an old...

		%	Count
Refrigerator		50.0%	92
Heating or air conditioning unit		45.7%	84
Water heater		44.0%	81
Washing Machine		31.5%	58
Cloths dryer		35.3%	65
Dishwasher		23.9%	44
Lightbulbs that are not LED		26.1%	48

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

		%	Count
Other		8,7%	16

QUESTION 15

Do you have any interest in possibly upgrading or replacing current inefficient appliances and systems in your home or business?

		%	Count
Yes		73,7%	193
No		26,3%	69

QUESTION 16

What are the 1-2 most important factors that might keep you from doing it?

		%	Count
Knowledge		12,9%	32
Cost		72,3%	180
Time		18,9%	47
Concern they would not work as well		11,2%	28
Other		29,3%	73

QUESTION 17

Residents (if you own or manage a business go to the next question): Have you ever had someone come do an energy assessment at your home to see where there are opportunities for savings?

		%	Count
Yes, I am a homeowner		36,4%	88

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

		%	Count
Yes, I am a renter		2,9%	7
No, I am a homeowner		44,2%	107
No, I am a renter		16,5%	40

QUESTION 18

Business Owners or Managers (residents, please skip this question): Have you ever had someone come do an energy assessment at your business/workplace to see where there are opportunities for savings?

		%	Count
Yes, I own the property		32,9%	27
Yes, I am a renter		7,3%	6
No, I own the property		22,0%	18
No, I am a renter		39,0%	32

QUESTION 19

Did you know this was available to you to purchase cleaner electricity?

		%	Count
Yes, I already have it		52,7%	147
Yes, but I haven't done it		26,9%	75
No, I didn't know or don't know much about it		20,4%	57

QUESTION 20

Knowing that your energy utility (MCE or PG&E) has an option like this, and knowing it will reduce emissions

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

significantly but costs a little more, how likely are you to choose this option if provided the information on how to do it?

		%	Count
Definitely		50,4%	128
Probably		18,5%	47
Unsure		11,8%	30
Probably not		11,8%	30
No way		7,9%	20

QUESTION 21

Why might you be likely to purchase the 100% clean electricity option?

Answered	127
Skipped	197

QUESTION 22

Why might you NOT be likely to purchase the 100% clean electricity option?

Answered	116
Skipped	208

QUESTION 23

Would you like to answer more questions about the climate action plan or submit and exit the survey? (Don't forget to click Next!)


		%	Count
Answer more questions		95,7%	268
Submit and exit		4,3%	12

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.






QUESTION 24

All of the following sequester carbon and have other benefits to help with the effects of climate change. Please check the top 3 items that you think the City should do:

		%	Count
Plant more trees throughout the city		65.9%	180
Support and encourage efforts to increase wetlands		51.3%	140
Require new homes and development to use beneficial trees and landscaping		50.9%	139
Support and encourage more edible gardens, especially in apartment complexes		29.3%	80
Manage open space more actively to reduce invasive species and support native trees and plants		49.5%	135
Encourage / support private property owners to plant trees and manage them well		36.3%	99

QUESTION 25

Which of these would you support the City dedicating more resources and staff time to that could benefit our economy and build social equity while meeting our greenhouse gas emission reduction goals? (pick your top 1 or 2)

		%	Count
A local green contractor training program		16.2%	43
An automobile swap so low income residents could have access to used hybrid or electric vehicles		27.4%	73
A local recycling facility that recycles metals, plastics, paper or other things on site so we don't have to ship them overseas to be recycled		47.4%	126
A Local building materials reuse center for contractors and property owners to donate and purchase things like used windows, appliances, plumbing equipment, bath tubs, etc.		49.2%	131
Local renewable energy projects like wind, food scraps that turn into energy, and solar power with battery storage		50.8%	135

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

QUESTION 26

Is there anything else that you think we should consider in order to benefit our local residents and economy, and to make sure no one in our community is left out or is impacted in a negative way?

Answered	93
Skipped	231

QUESTION 27

What are some ideas the City should consider to reduce emissions? Have you seen some things in other places we should look into?

Answered	118
Skipped	206

QUESTION 28

Do you have any concerns about any specific unintended consequences that might occur from measures to reduce greenhouse gas emissions?

Answered	94
Skipped	230

QUESTION 29

Is there anything else you would like to see for our Climate Action Plan or related efforts?

Answered	87
Skipped	237

QUESTION 30

Which describes you best? (check all that apply)

		%	Count
I live in San Rafael		77.4%	246






Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

		%	Count
I work in San Rafael		46,5%	148
I don't live or work in San Rafael		4,7%	15







QUESTION 31

Do any of the following describe you?

		%	Count
San Rafael business owner or manager		21,8%	65
San Rafael business employee		11,4%	34
San Rafael student (including university)		8,1%	24
Homeowner		62,4%	186
Renter		18,1%	54




















QUESTION 32

Which neighborhood do you live in? (scroll to find your neighborhood)

		%	Count
Baypoint Lagoons		0,8%	2
Bayside Acres		0,4%	1
Bret Harte		1,2%	3
Canal		1,6%	4
Contempo Marin		0,4%	1
Country Club		1,6%	4

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

		%	Count
Dominican/Blk Canyon		5,3%	13
Downtown		1,2%	3
Fairhills		2,9%	7
Gerstle Park		10,6%	26
Glenwood		3,3%	8
Lincoln / S,R, Hill		6,9%	17
Loch Lomond		3,3%	8
Los Ranchitos		2,9%	7
Lucas Valley		2,9%	7
Marin Lagoon		0,4%	1
Marinwood		4,9%	12
Montecito		2,4%	6
Mont Marin / SR Park		1,2%	3
Peacock Gap		2,4%	6
Picnic Hill		1,6%	4
Rafael Meadows		0,8%	2
Santa Margarita		0,4%	1
Santa Venetia		7,3%	18
Spinnaker Point		1,2%	3

Climate Change Action Plan Survey

Please help us by answering some questions we have related to our Climate Change Action Plan.

		%	Count
Sun Valley		4,5%	11
Terra Linda		22,4%	55
West End		4,9%	12

WASTE COMMENTS

Q. Are there any other ideas you might have to ensure we meet our state goals for composting and recycling more of our waste?

Cities should all have the same recycle the same categories of containers. Make all uniform!

As a renter I don't pay for this service

Ensure pictures on garbage cans are up to date of what is recyclable.

Enhanced education on what is or is not recyclable.

Stop coupons! Junk mail!

How about tapping into methane for energy?

Free mulch for residences. Teach kids so they can educate their parents.

Education and workshops to stimulate interest and knowledge of what is possible.

What is required in all of these is central county leadership. Stop fragmentation!

All plastic to recycle

Look at what other cities are doing to accomplish this. I think they are able to meet the goals without having to do either of the above.

Change the mindset of our law enforcement to consider "littering" as a crime that should be enforced and ticketed (trash from cars/trucks, cigarette butts, overflowing garbage, dumping cans etc...)

People are lazy. The fastest way to get a change, and most impactful is if by issuing fines. Increasing rates is punitive to everyone. Those who already do a great job recycling are being punished.

Education

Was at Costco by food tables at which there were several place with three (red ,green, and blue) trash cans. However, all I saw people doing was throwing all their trash into whichever one was the closet or on the end. I tried to talk to some about it but found many did not understand what the colors meant and many did not speak or read English. Very hard to figure out how to educate the public. At our county Fair they had a person standing by each area with 3 colored cans to show people what to do. Maybe business that create large amounts of food waste from public use should be required to have an employee at the 3 trash can stations????

More clarification on which materials are recyclable and which are not. Some containers have numbers on the back with triangles around them, but may not be made of the right materials. I am not always sure what to do.

Start letting us recycle plastic bags like every other city....

Suggest that Council proposes an ordinance to limit single-use foodware items, taking plastics out of the wastestream since there is no market for mixed plastics. All foodware should be compostable, but most significantly, the ordinance should strongly support reusable foodware in ANY establishment that has any seating in it. This would include "take-out" places that still offer some seats to eat at, inside or out. The decision to ban any type of single-use foodware would greatly reduce what is introduced into the wastestream. Also, any packets, utensils, lids, stirrers, etc should be on request only, and adhere to a acceptable materials list issued by the City. These are serious times (collapse of China recycling market opportunities) and serious measures should be taken.

I think a lot of people are trying to recycle things that aren't recyclable. That probably make recycling more expensive. A more clear explanation and some videos showing everyday things in question might help.

Incentive to reduce single-use items, such as giving out re-usable water bottles.

Having more meetings and assemblies at schools starting with young kids to show them how to dispose of items properly and showing them the effects of not recycling and what that means to our ecosystem and our planet.

Also, there could be more informative gatherings maybe at parks and such with activities to show people more about recycling. Make it fun and engaging.

The easier the process, the more likely the compliance. All packaging needs to be adequately labeled so there is no mystery as to whether it can be recycled or composted.

Food waste recycling is a relatively new concept and can be 'messy'. I believe the key to success is still a consistent education program. I also believe commercial food (restaurants, grocery stores, etc.) create the bulk of the food waste that can easily be recycled. The common concerns as a homeowner is that I do not want a smelly recycling container under my sink with decomposing organic materials..

better education at the schools, educating the next generation..

I know that you expend time, money, and energy in public education, but it is still confusing to the average member of the public. I've been a dedicated recycler all my life and I actually READ the literature that comes out, but I'm still unsure about certain things. What about bottle caps? What IS "coated paper"? I need more real-life examples. Clean little graphic depictions only get

us so far. In short -- though I hate to say this -- it has to be even easier than it is now for the average (read: non-dedicated recycler) to be able to comply.

Manufacturer take back. Reduce packaging.

Grocery stores have stopped accepting plastic packaging, wrappers and bags for recycling because of food contamination. This appears to be a significant part of my landfill trash. Since the stores sell items in a plastic packaging they should be responsible for taking it back and recycling it.

Peel & stick labeling on recycle cans that gives pic's of acceptable items & more importantly not acceptable items. Mailers don't always get to all who contribute to disposing non acceptable items.

Your programs are ineffective. Try taking out ads in the Sunday ij and doing more outreach to older people.

Clearer directions and people at stations like at the Fair to guide us.

You need to have someone go around to people and tell them how to compost and recycle properly. Charge more to people that don't recycle. If they have the biggest garbage can charge them a lot since that means they don't recycle.

Consider positive incentives as well as negative. So, consider if it's viable to pay people even a small amount for their food waste and other recyclable items so long as they are properly organized and perform an analysis of how much that would cost versus the cost of the specialized equipment and/or the cost of enforcement personnel for an ordinance.

Better availability of composting bags that don't disintegrate in less than a day. I've found composting in my green bin to be a bit too much work and messy

Educate and set up systems in Senior Housing sites and other group housing areas, to REDUCE and RECYCLE food waste.

Smaller trash cans and bigger recycling and compost bins. Rate structure that makes more waste more expensive.

Some kind of placard for house or permanent notice on recycle cans to state what no. Plastics allowed,

What styrofoam is allowed, what kind of metal is allowed/disallowed (applied to tools, piping, nails, metal

Waste of, all kinds if NOT allowed in recycle can). Also for disposal of various light bulbs-- incandescent,

Led, fluorescent as they do not all go, to, same can, right???"

Billboards/signs of encouragement. PSAs. I think a big barrier is that many people aren't motivated so build motivation. This is their children's future wellbeing at stake.

I think more education is crucial. The general public is overwhelmed and underinformed. People still just don't understand what can and cannot be composted or recycled. For example, Gotts (in Greenbrae, not San Rafael, I know) offers only recycling and composting bins ; trash cans are hard to find. But they use bioplastic cups and flatware, which as I understand it cannot actually be composted and cannot be recycled. But it all goes in together.

We should ban plastic straws and plastic bags at the various farmers' markets. require apartment buildings offer collection of compostibles

A campaign to persuade others to shut their car engines when stopped. What I see are people pulling into parking spaces and using their cell phones while idling - 20 minutes or longer. I see this when I am at the laundromat and at grocery stores' parking lots.

Encourag

Put "pollution tariffs" on plastics and non-compostable items sold in all stores. If you buy something made of plastic (unless it has been made from recycled materials), you should have to pay a fee to cover the costs of recycling it. These fees would go to a city/county/state fund that subsidizes recycling places and promotes businesses that reuse plastics and other non-compostible materials to manufacture products. This way, people might think twice about buying unnecessary plastic "junk".

Readopt the every other week pickup since we can't generate enough trash to fill the mandated container . Kitchen scraps are not an issue. We eat practically everything

I learned the most about what is recyclable, compostable, etc. from a presentation done at the school I teach at. Know the impact I can make and also what is acceptable and not acceptable helped a lot.

I think a greater effort to educate people would be better than more rules. Perhaps an increase in fees to pay for better outreach and education

We don't have a green compost bin. We need to ask our landlord, but I think many people who rent may not have them, especially if living in an apartment complex.

Concentrate on restaurants. Big producers of food waste.

Provide separate smaller recipients for food waste that can be used in kitchens to encourage residents to segregate their food waste from landfill material. Acquire state of the art recycling tech.

What about recycling bins in the parks!! Hello, right outside your window is an opportunity to walk your talk and see your plan in action. Literally, right outside!

Our household has gone through a few different solutions for composting until finding something that worked. The City and/or Marin Sanitary Service could include some promotions or recommendations for integrating composting and recycling into household habits. Though some of these products are costly for the average consumer they allow for hygienic ways to include green bins into trashcans. One solution is here: <https://www.josephjoseph.com/en-us/totem-60>

Marin Sanitary Service/City of San Rafael could promote household solutions or offer incentives/fee rebates for households who prove purchase of certain solutions.

Additionally, the current recycling facilities require separation of all recycling types, though some other cities have consolidated recycling containers for both metal and cardboard. Though the upgrade to the facilities might be prohibitively expensive, it would offer a solution to some separation issues."

It might help if there were some sort of label on the recycle cans showing what is ok and/or what is not ok.

It appears that restaurants/markets produce a lot of food waste. I would encourage requiring those businesses to recycle first.

Make composting and recycling easier and clearer. Some people are probably uncomfortable throwing their kitchen scraps in the green can, particularly during the summer when kitchen scraps can become rather fragrant and the inside of the green can begins to look rather nasty.

Perhaps some kind of compostable container that people can put their scraps in that might make it easier to compost.

People need to assume personal responsibility for their trash.

Additional education to the public on recycling properly and the duty to do so. I see many of my neighbors who don't seem to even try and it's troubling.

Require landlords to provide compost! I want to compost but cannot so I end up having to throw away dirty paper, etc. We try really hard to reduce waste but wish we could do even better.

Educational forums to inform folks about proper recycling and composting procedures.
Have garbage Co use there money to buy new machines

Fine manufacturers of plastic packaging for not producing recyclable plastic packaging.
recycle food scraps to be collected by garbage company so they can turn it into compost. Many of us do not have the time or space to do it.

There are other areas in California that have a "one bin" system where there are paid staff at the landfill doing a lot of sorting. Everything (on the residential side at least) goes into one bin - all food, recycled, and actual trash items. The city I used to live/work in had this - <http://onebigbin.com/> - and this makes it easy for customers to not have to keep track of what is compost-able, recyclable, etc.

One of the main reasons I feel that people don't recycle food waste is because of the smell and one more garbage can around the kitchen/office space. Food waste, if it is not regularly disposed of will smell. Are the existing cleaning crews on board with removing food waste into green bins?

Reducing the size of the landfill cans you provide to businesses and residents. Maybe that would force them to recycle more if they didn't have the space in their landfill can. More education as well.

not currently composting because my apartment complex does not offer it. I also notice people recycling wrong or not at all. Working with large units (like apartments, community living, age in place, etc.) may provide more bang for the buck. Holding the landlords responsible and maybe there own staff will take on educating their occupants and/or pre-sorting, correcting whats wrong.

A fine seems like it won't really solve the problem- I know there are other cities that have the option to fine residents if they find a banana peel in the trash. But the fine does not get the banana peel out of the trash. The issue seems to be largely one of convenience. Many families don't have a ready to use compost container in the kitchen- if they did, I'm sure they would be more likely to throw food scraps in it. We should give out free ones to everyone. Apartment living is tough because there may be roaches or other pests that get into these types of food containers so families would rather throw the scraps in the garbage. I had no idea the food scraps were such a big problem in reducing our carbon footprint! I don't compost regularly but I will start now!

An ordinance that requires businesses to recycle and compost correctly, and allows the City to issue fines to those that won't comply

Community tours of recycling plant, community education through schools and other events.

More information about this problem widely circulated in an education campaign.

Have MRCC provide counter top composting containers - of course paid for by consumer

There could be guidelines and standards set up for waste that is recyclable and waste that is not in order to help families correctly sort out compost and plastics.

Free classes/workshops and volunteer days where people from the community can visit the recycling/compost plants and learn about what happens to recycled goods, where they go, and how they impact the environment.

Ensure that all businesses have recycling containers and mandate that they are used properly. For YEARSI have been trying to get McInnis golf course to recycle.

Provide containers that are odor-tight.

Public classes on composting and recycling that help people overcome the confusion and barriers to composting and recycling. These classes should come to us where we are- like libraries, HOA meeting, or other. There is lots of education for kids, but adults make the decision whether to compost at home, and how contaminated the recycling is- and there are big questions and misconceptions. It's confusing!

It is already too cumbersome to recycle ""correctly"" here. The split cans have narrow openings that are awkward to fit larger items. The rules for what items go in which can are byzantine. I don't want 4 different trash cans in my kitchen; it's getting ridiculous! Fines won't change this. Fines will just anger residents and waste people's time.

Make it simpler to do the right things and people will change on their own. Sonoma County residents get a single can for many of their recyclables, and it works much better. We want to be good to the environment, but we're busy people!"

More green waste bins , I live in a apartment that doesn't have food wastes bins I compost in the bushes around the building

Pictures of what belongs in the bins on the actual bins. I have the hand out in a drawer where it does no good

The garbage Co use our money from cans and bottles and cardboard to buy new equipment

Education might be expensive but it's the key. I know that I am often unsure about which plastics are recyclable and which are not.

Kitchen food scraps - pretty clear. Paper recycling - pretty clear. Cans and bottles - pretty clear. But so much stuff comes in plastic packaging! Triangle 1-5 yes, others no--but what if you can't

see a triangle? Also note that we have a fairly high turn-over of residents in apartments near us. They don't know....

People should not count on plastic recycling actually being recycled and therefore, instead of investing in better recycling, we should restrict plastics in stores and help consumers support stores that carry bulk.

As you likely know, since China imposed it's National Sword policy in the fall, much of the recycling along the Pacific Coast of the U.S. that formerly went to China has been sitting in landfill. <<https://www.calrecycle.ca.gov/Markets/NationalSword/>> San Rafael needs to ban single use plastic and frankly all plastic wrapped items. Our own family has ceased using our landfill bin because we shop in bulk and use glass containers and beeswax wrap to store all food. Grocery stores are the lowest hanging fruit, quite honestly.

Lots more publicity. Plenty of well-presented containers with simple instructions in schools (if more kids do it, they will tell their parents to).

Fines for any apartment owners that do not put out bins. At my apartment complex they refuse to put green bins out so I have to walk down the street to other apartment complexes that do. Education about the importance to composting kitchen scraps in brochures delivered to door steps.

Have friendly neighborhood competitions and the opportunity for those who comply to enter raffles to win prizes. Put up signage with positive messaging that sounds as if we are already in the process of achieving our green goals and that everyone is supportive, kind of like "San Rafael Going Green".

I think punishing people who are trying to recycle or compost by fining them is counter-productive. Our condo's containers, while off the street and not easy to access by passers-by, are not under lock and key. Also, my building has many elderly residents that occasionally struggle with understanding the difference between recyclable and non-recyclable items of the same material, including residents with visual impairments. By punishing people by imposing fines, you risk people throwing items away that could be recycled for fear of punishment, and you also end up punishing people who recycled correctly, but have bins located on the street overnight for early-morning pick up that can be used incorrectly, either in error or on purpose, by people that are not vested in getting it right (homeless people who aren't aware of the rules, teen-agers or passers-by that don't know or don't care what the repercussions are to the bin's owners, etc.). In addition to the above, I compost and recycle but am sometimes still confused by what is and is not acceptable. What is acceptable at my workplace (in San Rafael) does not appear to be the same as what is acceptable at my condominium (also in San Rafael). Several of my coworkers that also work and live in Marin county are also confused. This tells me that the educational materials out there are not clear enough.

1. Rules on what is and isn't recyclable are way TOO complicated and they change, you need a PhD in ""garbagology"" to comply. There is a need for a way to impart info in a way people can understand and remember. I believe the will is there, especially in Marin, you just need to give peeps the tools to comply.
2. Another issue is that rules vary between cities. For example, what can be recycled in SF can't be recycled in Marin. This further confuses people. Would be handy to have a Statewide rule book! "

It seems wishful recycling can be eliminated with clear instructions and perhaps an incentives' program rather than the proposed fines.

compost all materials that will decompose, to make soil.
see ; mill valley refuse...

I think you still need to educate. In the long run that is less costly. A flyer sent to the homes. I could use a health reminder as what can and cannot go in the bins. Please inform us. Knowledge is power and less costly.

You need to make recycling easier. I used to live in Mill valley, and they had commingled recycling with very few restrictions. I took the tour of Marin sanitary, and there are so many restrictions it makes recycling confusing. Example only hard plastic, wash all bottles, etc. Look into FastOx gasification project by Sierra Energy in Davis, CA. www.sierraenergycorp.com

More education on exactly what can and can't be recycled. The occasional chart is good, but perhaps something more, with an emphasis on the problem of recycling things with contaminates etc. All that is very confusing, and it makes even eager recyclers feel confused and in the wrong.

it was my understanding that Marin exceeded other counties in meeting goals. I think the biggest problem with recycling is education and labeling. Fining and punishing people isn't going to change that. I would put available funds toward behavioral marketing and, above all, labeling. Think what you could do to educate people if, say, you collaborated with grocery stores to put a recognizable green label on the shelf sticker of every product that had recyclable packaging? What if you enlisted the help of children to teach their families about recycling and gave them incentives?

create a web page with good SEO so that people can type "San Rafael recycling" into google/search engines and the list comes right up. Marin sanitary is great, but a lot of people rent - so they might not have a direct relationship with Marin sanitary or know how to find answers. This list could be on the Marin sanitary site + the city of san rafael site - make it look the same so that it's recognizable. Thanks for this survey!

Need garbage cans on the street that have the option for recycling and compost as well as garbage

All solids should be separated by the garbage collector. Compostable material should either be separated by the garbage collector or filtered from waste water from sink disposals.

Continue to educate the public! I always learn something new with each Marin Sanitary recycling mailer.

I think education is (overall) more effective than fines...often people don't know what goes where...it takes time and repetition to create new habits and to learn the proper sorting system."

I would vote for the above ordinance for businesses. No way for single person households!

Educate and make challenges to encourage people to sort. Explain why and not make it "mandatory" but more of an expectation by showing if a product can be recycled in stores on the tags that tell you the price or in other quick and easy ways so that that extra 10 seconds to choose where to grow each thing away less stressful or challenging

Having classes on recycling and home composting for the community.

Taxes on trash produced in households. And incentives/ tax deductions for those who recycle/compost

Mandatory compost

Implement better school recycling and composting systems!

Have commercials that give helpful reminders on how to compost and which items go into each recycling bin.

Educating the youth!

Recycling programs at all schools

Start fining people who don't compost,. Or invest in a massive education program to educate the public on the benefits of composting. Require all milk and yoghurt and drinks be sold in reusable glass bottles and subsidize the reprocessing and reuse of said bottles

I think there is still a lot of confusion about plastic and metal recycling in terms of what can or cannot be recycled. I tend to put anything that I think can be recycled in the brown bin, since I know that the recycling center does go through it. Unfortunately, too many people are TOO LAZY to do a decent job of recycling and trying to reduce waste. I highly recommend that people attend the free waste recycling plant to see what can and should be done with our waste. It was an eye opener to me. I was lucky enough to be in a group with 2 children who took the whole

process seriously. We need to get more schools involved, because it is the youth that will do a better job of saving our planet.

I live in a complex where the nearest green bin is a block away. We need more bins.

Better education on what can be recycled or composted.

Compost paper towels used in public or private bathrooms.

Have compost bins around the city but this would attract unwanted pests.

Tax the rich! And tax the Chamber of Commerce members 25% a year! No, wait, 50%!

Marin Sanitary can do more to educate us. I ALWAYS try to recycle, but sometimes just don't know if the product IS recyclable. While the flyers they produce are useful, we have so many products that may or may not be recyclable, it would be useful to have a exhaustive list.

Have more recycling & composting containers distributed throughout the city, with usage guidelines clearly posted. Big Belly makes great containers that have solar-powered compactors built in.

I would also encourage public outreach/messaging around this. A lot of change can happen just will people being aware.

We have people walking by our bins and throwing garbage in our compost. It is hard to stomach getting fined for others' actions.

Make it easier for people to compost. You could even have public compost depots (how it is done in other countries). Some of us do not have the space.

More customer education about what products cannot be recycled. Offer small composting containers for residential kitchens.

Have the recycler use the money he gets for our glass and can money to buy the equipment themselves

Composting!

tax one-way plastic items

give rebates for home composting

More implementation help for composting. The City of San Rafael sites can lead by example.

Terra Linda rec center has no composting, despite having multiple events a week at the location with 10s of pizza boxes. City of San Rafael childcare centers do not match the recycling efforts of the schools where they are housed.

Who are the offenders? Is it a smallish group that could be targeted with education and outreach? Is it renters, who likely don't get the necessary information from their landlords? Can you identify the group(s) that don't do it correctly so efforts can be focused in ways that reach them?

Community comes to mind first, where each block that is able has at least one dedicated composting system in someone's yard where neighbors can add to it. I think it is unlikely for many to be successful, but maybe some.

1st Step

Specific information, including pleas, on the lids of each container.

2nd Step

Specific warning (beginning with the most egregious) of fines to violators.

3rd Step

Actual fines.

Have the garbage company develop a furnace that converts plastic into clean energy.

Increase awareness of savings Readily available if people recycle enough to switch to smaller garbage bins.

Please consult the soil scientists at <http://marincarbonproject.org> for advice on methods for creating organic compost, which is a vital component for the Carbon Project's very effective carbon capture methodology. The Marin Carbon Project is cited in the County's Climate Action

Plan as one of the single most effective methods for reducing atmospheric carbon.
what costs are involved? Can we afford it?

I would suggest more educational efforts to help those of us who want to recycle correctly to do so--more flyers with bills, articles in the IJ, etc.

There really hasn't been much outreach and education about recycling. And it needs to be ongoing. Out of the 8 units where I live, I am the only one that recycles food, and everything else.

A program for teaching worm composting with discounted kits to get started. I did this in another county and it was a win-win. the additive castings for the garden were wonderful.

Supporting (financially) School programs that teach composting DAILY in the cafeteria and the classrooms, so that kids get in the habit and they get taught to bring it home. Show the film

Wasteland to seniors so they can make a difference. Fine people at the dump who bring in compostables mixed with noncompostables and let them know that compostables (should be) free to bring in. Make sure all supermarkets are composting. Set up the program that turns food waste into quality animal feed before composting.

Do programs in pre schools and elementary schools and middle schools that teach children what kind of items are not recyclable and why so the children learn what is right, what is correct and what is not. Have science fairs demonstrating recycling and what is OK and what is not. Get the pre-schoolers ages 4 and up, elementary and middle school kids excited about sustainability issues and concerns. Have them work on the world around them--where they live, their neighborhoods, their schools, their after school programs, and make recycling a habit. Kids who recycle will grow up to recycle.

A combination of the two seems reasonable. Significant offenders should pay a price and this will further offset the cost of the machinery.

Allow for use of bio bags or an alternative for composting in green barrel. Marin Sanitary does not allow bio bags and throwing food in barrels attracts rats and requires cleaning that uses more water and energy than is saved

Education through forums like NextDoor and local schools can be helpful. You'd be surprised at the pressure kids put on parents at home!

My new gardener says Novato accepts palm in green cans. If San Rafael can't accept palm, maybe offer cash rebates for removal of invasive species like palm (which attracts rats) and eucalyptus (which burns). Also palm can be made into paper, but it overheats if you try to make 2-sided copies. Some people burn palm because of San Rafael's policy. A lot of people throw away batteries and light bulbs because nobody has time to go drop them off.

Also in San Rafael, you have to call Marin Sanitary for pricing on various things, and there should be a list on their website for how to deal with specific things like large mattresses and what the specific costs are.

Increased education on sorting

Compost the garbage that is compostable right here in San Rafael. MSS has plenty of land. They can sell the results to gardeners.

Require re-cyclable containers and other things via state law. Milk should come in glass containers, not non-recyclable cardboard. Too little is done to ""persuade"" corporate interests to promote recyclables. But I guess that figures since corporate interests own the politicians

Continue to strengthen education programs in public (and private) schools, so the next generation is totally educated and trained to recycle and compost correctly.

WATER COMMENTS

Q. What might prevent you from doing any of the above? Other

Lack of ownership renter

I have already done all.

N/A

Already have drought tolerant plantings in front & back

already done the second and third

I am a renter and do not want to invest in the property.

The biggest area of water waste isn't lawns. Check the science -- it is actually eating animals. Meatless Monday initiatives and reduction is needed. The rest is window dressing. Meat is the elephant in room here -- pls be strategic.

We already recycle cans, bottles, food scraps, and other refuse weekly or daily.

Think replacement of front lawns (mostly unused by residents) should be required to be replaced/removed.

We have already done most of the things on your list, so we would need to know what else we should do.

I have already upgraded old irrigation systems with new, effective drip.

I like the look of lawns and plants and feel they add value to properties in the canals

Not my lawn

Aesthetics. I'm still 'old school' and believe grass turf looks pleasing. And it's relatively easy to maintain as opposed, I presume, to drought-tolerant landscaping which still requires a couple of hours per week to maintain so that it looks good.

Don't have a lawn, don't have an irrigation system.

Animal agriculture is a much larger impact on CA's ongoing drought. We need to focus on changing consumer eating habits. Not landscaping.

We don't have a lawn

We've already done the checked items

It is done.

We just stop watering our "lawn" aka patch of weeds when the drought is worse

Please encourage waste water recycling to be used in landscape

Very small area that needs water.

HOA controls landscaping

alreadt done all of the above

Already done

With young kids I prefer to keep part of my lawn, but have reduced the size of my lawn.

I enjoy a lawn for my children to play on, have picnics and the beauty of a lawn.

Solutions and systems on how to capture more water should be a top priority.

No lawn at my house.

I would replace plants with more draught tolerant before adding an irrigation.

Already have drought resistant landscaping; and efficient watering system

Lawn, irrigation etc not applicable in my case.

I have done all the above

Our condominium assoc. has already replaced lawn, but hasn't had a water use assessment at least lately.

Already planted drought-resistant plants and sod. Not sure how to answer questions if I have already taken steps to address the issue (question above this one).

Nothing

Change whole garden

We have already done all of the above.

I'm a renter with low water use.

Container gardening, so there's some emitters it mostly watered by hand

I just put a small lawn in with a new irrigation system.

We have already put in an efficient system.

Not necessary

others in 40-unit condo complex

I rent my house. I think landlord should pay. He thinks I should pay. I turned off his auto-irrigation and bought my own plants. But the trees suffer.

already done them

we already do not have a lawn

Personal preference for aesthetic landscaping.

Have no lawn

husband thinks our irrigation system is fine

Mostly parents decision

I am attempting to do as much as I can, but notice that many people do NOT. SAD!

We rent from an asshole.

We have already done all three of the above items.

already have an efficient system with drought tolerant plants. As well, I use slow grey water to care for my plants.

It's just a small patch of lawn and kids play on it.

We rent, so the investment is our landlord's decision - but we would support it, and have a pretty good track record of convincing her to do the right thing.

Complacency

I have no lawn and use a drip system for my plants

Don't much water for plants

Lawn use minimal, other changes already done, but garden is extensive

I already have too many plants that require a lot of time to maintain and relatively not that much lawn area. Lawns actually take less time to maintain.

n/a

Knowing what to plant and how to group and design it

We get usage assessments on City Water bill and stated recommended limits.
This question needs an answer: "I am already doing this"

Already have done much, don't want to harm the veg. garden.

Have already decrease lawn with mulched areas.

A green landscape helps prevent fires and is a valuable community asset for providing shade and sinking carbon. Water needs for landscape need to be yard size based and consistent w/preserving trees and happy green shrubs, hopefully natives.

Re replacing lawn, it depends on the options that an able me to use the space like a lawn does.
Fake grass can be just as bad for environment.

I feel uncomfortable having someone from MMWD come to my home. I don't trust them.

Lethargy - sorry to admit, because I believe in it, but haven't taken positive action except to remove the lawn.

Renter

Landlords responsibility

TRANSPORTATION COMMENTS

What might stop you or get in the way of buying or leasing one? [*electric vehicle*] Other

Have a newer car

Getting a PHEV instead.

Need more information about specific issues.

Have a 2018 Prius 4

Need for a truck at times

just don't like them

They still use electricity, so it's not a perfect solution. I'd rather use public transportation and bike more often as a means of reducing my emissions.

We have cars that we drive at a far below average rate. They regularly pass the emissions test easily.

Size for transporting kids/family

I would consider it when our current cars need replacement, but not before.

don't like the use of batteries...

Damage to the environment from the used batteries

I already take the train to work.

Battery cost and life

Our present cars work well - Toyota hybrids

I already have a non plug in hybrid.

already driving a hybrid civic

Safety--most hybrid cars too small for collision defense.
they emit less when you count manufacture of battery.

Energy has to come from somewhere. Gasoline doesn't require enriched uranium.

We are planning to look at the Clarity as our next vehicle. My husband can set up the charging station.

This is an interim technology first off. Secondly, more energy is used to manufacture electric vehicles and battery waste is more toxic than the phony carbon dioxide argument.

too big of an investment at our age.

Not good for trips over about 200 miles

Have to order the one I want and be on a waiting list.

I have a relatively new car already

More information: is buying a brand new car just as polluting as driving a used gas-powered car Over their lifecycles?

I don't like most styles

EVs don't have the same utility features yet.

My vehicles are paid off and I'm not in the market for a new car until 2022.

I travel across the country at least once a year and worry about the lack of charging stations

Just bought a new car.

I don't need a new car however when I do I will explore this option.

EVs in my price range are too small for me [long legs & a disability]

Would need another vehicle for trips to Phoenix. Batteries don't last that long and they have a negative impact on the environment too - in manufacturing process and disposal.

Drive very little! Telecommute and use transit.

Poor driving experience, lack of additional parking (want to keep my gas as well)
Currently awaiting delivery of my EV

I already have one Why is that not an option above?

I run my car on bio-fuel so I don't feel too badly about my transport.

I live in a triplex that has 1 meter so we already are overcharged in our bill for electricity.

Life cycle cost We do not drive that much, my wife works from home and I am retired

Waiting for better battery life

I drive a non electric hybrid Prius and my partner drives an all electric plug-in Nissan Leaf. I don't want a new car or car payments and we need one car that isn't limited by EV battery range.

I drive a lot for work and carry clients. Therefore I feel safer in a larger car.

concern of where energy is coming from

e cars don't pencil out financially until gas gets to ~ \$5/gallon. Distance is still a major constraint, I did an analysis on my trips and the majority exceed charge distance

Own an EV

Cost of replacing battery and maintaining the vehicle

I am 80 years old and fighting a battle with a chronic illness.

Nothing, we have a Nissan Leaf electric vehicle, and a Prius plug in for longer trips.

Using more electricity does not solve the problem and is an expensive choice

I don't drive enough.

The cars we have will go another 10 years and I don't see us replacing them until their time is done

I only drive about 3000 miles a year. And walk whenever I can.

we have prius, (2011) in a few years would consider plug in Hybrid like volt

Tesla's problems with battery fires concerns me, since battery fires seem to happen on phones, iPads, Vaping sticks, etc.

Benefits for installing solar to help offset cost for charging EV.

EV's and plug-in need a 5,000 mile range

I'm driving my old Civic into the ground. Building cars also costs CO2.

Our 11 and 13 year old Toyota hybrids still work great!

That vehicle doesn't exist; what about power, performance

Poor quality of these vehicles and the fact that the brands I Prefer don't have them

Cost to replace/recycle battery

Long term ownership reliability and cost to maintain.

Lack of plug in pickup truck

Don't want to buy into technology that will not endure

AGAIN ! WE NEED "ALREADY DO" as an offered answer !

I like my current vehicles

Need ev pickup truck options

Concern about Tesla safety and quality.

Vehicle size

Of the ones I checked, the main issue has been cost. We looked into a hybrid a few years ago and it was impossible to cost justify.

I worry about batteries exploding. I have an older car, and I'm not looking forward to having higher maintenance costs due to the amount of computer technology in newer cars.

We are buying one in the VERY near future

Q. Thinking about you and people you know, please check the top 3 items that you think the City could do to help increase ownership of Electric Vehicles. Other

Make the SMART train available at night

Zip cars? For external use. What to do about getting students into buses and out of cars. 1/3 of all Marin's traffic problems are based on student commute patterns.

keep EVs small

Sponsor drive sharing companies as is being developed in Sacramento.

none of the above

When EV's are at the same price point as IC's I'll be interested. Rebates are unfair to the lower economic levels of society. That's if there are any low income people left in San Rafael.

Taxpayers or the City should not fund charging stations!

Tax and economic incentives already exist to promote hybrid and electric vehicles

If possible, require Uber, Lyft and local taxis working in San Rafael to be electric vehicles. Offer incentives

Mind your own business. I can buy a van for two grand and run it into the ground. That is green in my book.

Leave it alone. It's nothing but a UN "Safe Cities Initiative" boondoggle.

Let the market work, when they are effective they will be used more.

fund the ownership increase by VOLUNTEER donations. NO city money for any of the above.

Don't spend city money on this.

Begin to transition all city vehicles to electric vehicles with the exception of Patrol Cars, Fire Trucks and DPW trucks. Phase in EV charging stations at all empl. parking lots to encourage employees buying EV. Buy EV, get a city charging station.

Not convinced that rebates are the most cost effective way to address this.

Raise costs for dirty vehicles... carbon tax, local toll.

more rapid charging stations are the key

none. Electricity is not free and its generation, vehicle/battery manufacture and disposal is polluting. Its a false choice.

Ask the people who own EVs. They're the only ones who really know what's needed.

Free charging will go a long way but also have incentives to install solar to offset cost of charging vehicle at home and elsewhere.

Fine everyone who does NOT have one a LOT of money. Especially city council members.

Need more info on EVs - People are skeptical. Stories about batteries exploding, lack of a long track record for EVs, & concerns about electricity coming from coal-fired power plants all contribute.

stop incentivizing rich people

Nothing is "free." San Rafael cannot afford the above rebates. Also how about just allowing homeowners to install charging stations without having to pay city fees like permit fees.

Offer driving classes for adults in Spanish

Driving classes for adults

Offer classes for Latin Youth

Offer extensive classes about environmental problems

Lower fees for using busses and the train to incentivize increase use.

I would happily use public transportation instead of driving if it were more affordable and frequent, i.e.: To take the bus home today, I must wait around for an hour after work.

Offer free parking for electric vehicles in any space!

Nothing. Existing vehicle doesn't need replacing yet. Want a used one that is more current tech so waiting a few years.

**Q. If you don't already get to school or work by taking the bus, walking, biking, carpooling, and/or telecommuting, what stops you from doing one of these options more often?
Other**

Lack of convenience, time, location and privacy

Limited ability to bicycle.

Like the flexibility and convenience.

Air quality and traffic safety

retired

Retired seniors doing little driving in our Prius

I carpool most days, otherwise convenience and cost prevent me from train/bus

Need to take my dog to and from daycare.

I sometimes need my car for work, but not always. More bike lanes would encourage me to bike to work more often!

retired, not employed

on shift work. sometimes need my car to go between work stations

Both of us are retired. We drive to do errands and for entertainment. We do most of shopping within 5 miles of our house.

N/A I am retired, only use car few days per week by combining trips.

lack of flexibility.

I regularly transport equipment and cannot take public transportation.

The timing is off slightly going from bus to smart train. Smart train to bus timing is ok, but figuring out bus to smart train is difficult.

lack of good transit options to East Bay

Costs. It needs to be cheaper. Since the true costs of auto ownership and use is 'hidden', we need to make all public transit essentially 'free' (You asked for 'big ' ideas!)

Unsafe broken sidewalks

I carpool as often as possible. My work often requires my car to purchase supplies for next day projects.

Don't necessarily work hours that are convenient on public transport.

Errands with several stops

Inconvenient; it comes infrequently

I'm retired. I use my non plug in hybrid for errands

I work off hours or telecommute

Transit options in my area are limited and time consuming, a 10 minute trip by car can take 40 minutes by transit

already walk to work

My commute drive is the only time I have to myself.

Am retired now but took GGT bus into SF for 15 years.

I would rather drink paint than be a pedestrian.

Need to make stops to drop off kids at childcare before getting to work

I already ride my bike or bus a lot. Safer biking and walking conditions would be a plus.

Retired don't work

This is an individual choice. Already ride a bike.

being retired, we don't have commuter needs. We do take the Smart train, bus or ferry from time to time.

I bike or walk

do not work- retired

Retired

work at home.

I'm retired

not sure I could do work tasks at home

Doesn't work with dropping babies/children off on the way to work

having access to a vehicle to run errands during breaks is important, as well as appointments, if a kid gets sick and needs to be picked up.

I live in San Rafael. PT would take way longer to get to work.

I have three kids going to separate places -- taking public transit seems an impossible option for family.

I bike to work when i don't need my car

The weather is often cold in the mornings.

I am a single working mom and have a time sensitive schedule. Have to drive kids to school, then work (skip lunch) so I can get off early to pick up kids from school

More people would take public transport if it ran more frequently and was closer to where people need to go

how to get from destination station to actual destination?

I have to make too many stops, like drop child off at school and then get to work.

Besides not having a bike lane route to work, the street has gravel and broken glass along the sides which makes it less enticing as an option. Plus my work doesn't have a good spot for me to lock my bike.

Do not commute

My husband rides his bicycle to work. I'm retired--walk to do errands when practical. need to transport child to/from school en route

Difficulty walking

I bike my 4th grader to school on days when I don't work in SF. Let's please get BART in Marin so

I don't have to drive anymore. The ferry takes too long, is too expensive, doesn't go to my job and I get sea sick.

I work at a dog-friendly workplace, can't take the dog on public transit.

i don't commute (have a home office)

Use my EV to commute

More flexibility with schedule having my own car

Retired

age, ease of mobility, and stamina

Can't get to transit, Its inefficient. Financial support of its infrastructure is excessive..

I work from home, and my husband works for Uber. It's hard enough to afford to live here without taking away jobs from Uber drivers. Uber will go away soon with the advent of self driving vehicles. What will you do to create more jobs for people over 60?

I work from home

i take the train to & from work 5 days would take sat & sun but know early train service need to drive to work week end 2 days

Too infrequent and too high cost.

I carpool and telecommute

Retired

retired

retired

Too long of a walk / bike ride in the morning

I already carpool everyday!

Transit schedules and commuter car pools don't match my irregular work start/stop schedule

This is a disgustingly reprehensible question What about SR residents who work at home? Or who are retired?

inadequate, infrequent and indirect public transportation

Transit runs too infrequently and not late enough at night.

I commute to the East Bay. Public transportation triples my commute. There should be direct service that does not meander thru San Rafael. Don't forget that people have to deal with destination transport too. Getting on should be the short leg.

I do multiple errands - shop, pick up kids, drive 1.5 miles to movie

public transit in Marin is a joke. I have employees who dont' have cars, & they have chronic difficulty with public transit. We are in a major shopping center, yet they have to take 2 busses to reach us. If 1st is late (happens often), they miss the 2nd.

Come on, I work at home, as do many of us.

No way. I'm driving. I pay my taxes and I pay for the cost of my car and insurance. I walk for exercise.

No reasonable public transportation to work in San Ramon

SMART's schedule is too limited

work from home, so therefore no commute

Roads aren't safe enough for my kids to bike everywhere, so I have to drive to pick them up.

AGAIN ! WE NEED "ALREADY DO" as an offered answer !

Hard to bike in bad weather.

I'm a licensed contractor and require my truck for getting to and from job sites and material suppliers.

Please remember the train generates more emissions than it abates

I want to drive my car.

lack of secure bike parking

Difficult to find carpool opportunities for school transport. Would LOVE to not have to drive my kids to school. Would LOVE to get school traffic off the roads!!

I'm glad to see Marin transit is starting to offer individually-tailored rides. I have too much to carry to be able to use public transportation to work.

Increase amount of bike parking and septate lanes.

Q. Thinking of your daily commute, what could the City or transit companies do to help you get to work and school without driving alone, and to use options like taking the bus, walking, biking, carpooling, and telecommuting? Other

Bike sharing program. Car share program in and around SR. Make riding bus more efficient, takes too long. Richmond Bridge/East Bay commute.

Better promotion of transit options and benefits.

Encourage carpooling! Honestly I like my own car and space.

the only way you are going to get mainstream Marinites in transit is to make it easier and more economical as long as it doesn't take more time

offer transportation to shopping, grocery, etc. that is more direct

I have tools. Need a vehicle

Don't support S-train boondoggle of \$900,000 cost per passenger. Require school bus use.

Do survey on peoples driving patterns and find out why solo driving is necessary. Maybe from that, solution will be more obvious.

We live on a steep hill. Driving car is best option.

Need better ways to get kids to school en mass. Electric bus service and dedicated bus routes from key housing areas to the main high schools and middle schools.

For me to take the bus to the Presidio, it would need to be incredibly convenient; leaving every 5 minutes during commute times

Encourage carpooling

Make mass transit a much more pleasant experience than it is now.

Gass, grass or ass, no one rides for free

I live close to my work and almost always have to run errands after work.

Figure out how to make it as convinent as driving.

do not go to school or work

If there were a bike line down 101 from Novato, I would ride a bike.

Provide more motorcycle and moped friendly infrastructure.

Job requires a city vehicle which is also a take home car.

I work at a City facility that has limited bus service

As said, I can't imagine wrangling 3 kids through public transport, however, perhaps an electric bike loaner program? I might be willing to explore commuting if I could use an electric bike and there were safety lanes.

improve ease of commuting on multiple transit routes (train to ferry)

make transportation available at transit stations to get to final destinations

Learn from Lyft and Uber. Move to fleet of small busses that can be hailed online and linked to a credit card. Routes and costs could be ride-share dynamic. I would feel safer riding that than Uber. They would be electric, of course.

Bus system is good, could be made more reliable, frequent, faster, routes, etc.

Install bike share- GoBike.

Need more express buses direct to SF main work sites

Make school buses free; encourage schools to prohibit parents driving kids to school; install bike lanes & create a transportation plan that prioritizes biking, walking & transit. Run more buses & make them cheaper. Put in BART in Marin.

shuttles from train

peeps opt for uber/Lyft because it's convenient, public transit isn't convenient

Have better intermodal connections.

Gas tax for all bay area, to pay for transit, it worked in vancouver...

Retired

Education & incentives on existing options. Mobile app.

better week end scheduling for train & bus service more hours of to & from

I do carpool to some activities, do chores usually drive along nearby in prius

Making more routes that are enjoyable and safe off of main roads

Retired

Cost of trip is important as well as convenience and reliability of system for running errands after work.

Take away private cars that use gas

Transit needs to be responsive to the needs of the public, easier to get from origin to destination in a timely way. Bicycle infrastructure needs to be connected without gaps, safe and separated from cars. Walking needs to be a comfortable, safe option.

No bridge tolls for carpools of 3 or more

Extend frequencies outside of traditional operating hours. GGT is useless (other than the ferry, which I often take) after 6:00 p.m. Also of minimal use before 6:00 a.m.

Increase SMART service

Create entirely separate (not shared with autos) express bike paths

Improve coordination of traffic lights so cars don't wait and pollute at every north or south bound street.

More flexible small bus shuttles with side doors to improve access. Use cell phone data to predict popular routes. Build more housing near services (grocery) not transit centers.

Allow retired, disabled, seniors to ride public transportation for free

Nothing

provide secure bike parking around the city

Provide school buses and make it painful for people to drive their kids to school

Provide an annual transit pass for all systems

Have more public service closer to work

Use a bike more frequently

The City should have a public transportation service like the Muni in San Francisco

It is necessary to have a car since the busses do not operate at all hours for us to arrive to work.

Launch awareness campaign aimed at kids to promote taking the bus. And make bus to school cool! (and available)

Need to recognize the requirements of those in the gig economy

ENERGY COMMENTS

Q. Do you have any appliances that are more than 10 years old and may be inefficient? If you answered yes, I have an old... Other

Lack of ownership, renter.

oven/range

old gas stove

trunk freezer

chest freezer

swimming pool filter and heater ; very old and very expensive to replace

Appliances are from 2005 and were efficient at the time: no AC, new heater and water

Stove

Oven

I'm uncertain of the age of each

I'm not sure. I bought my place in August '17. I'm slowly assessing appliances with a mind to replacing them if necessary, and we just got solar panels installed & are awaiting PG&E approval to run them.

oven/stove/microwave

stove

We bought new appliances and replaced water heater when we moved into our new home .12 years ago. They all work great, will replace with newer efficiency models when they die. Washer and dryer less than 10 years old.

Stove

I have incandescent lights in some places because I like the quality of the light better.

Q. Do you have any interest in possibly upgrading or replacing current inefficient appliances and systems in your home or business? What are the 1-2 most important factors that might keep you from doing it? Other

current still work

current still work
Units aren't quite old enough yet to replace

All new 5 years

Renting an apartment who supplies all appliances

It does not need to be replaced yet.
Our house was new in 2015.

As a renter, I do not want to invest in the property

I will replace them when they break. Older appliances are generally more reliable than newer ones AND, unlike newer solid-state appliances, older ones are relatively easy for DIY fixing.
renter

We will replace them when it is necessary. If it ain't broke....

A new refrigerator would need to fit in our current space. The house was built with a specific alcove for the refrigerator.

Landlord decides

will be remodeling kitchen with new appliances

Not applicable

D/w swap out awaiting remodel of kitchen. Led bulb swap out is info shortage related. Also, apt owners & business's should be required to get energy consumption audits. Rebates for business that invest in all led lighting.

It's wasteful to throw out a good working appliance or anything

I rent and am not able to make upgrades

rented senior facility

Done!

Built in obsolescence ; it's terrible to think you should replace major appliances every ten years!

It is done.

Renting - my worry is if there is a requirement to replace these appliances, rental rates could become even more unreasonable than they already are.

Not a fan of intrusive "smart" technology.

It would lead to a complete kitchen remodel ... which we are not ready to do.
I have relatively new appliances. Selected for high efficiency at time of purchase.

just replacing a perfectly working old appliance might create more waste and pollution. Need real data to make a decision. Not just a wishful thinking.

Space - can't fit new efficient model washer and dryer in available space
In my previous home, when I bought new appliances, they were ALL lemons! New appliances may be energy efficient, but are built to break and break sooner. If these appliances end up in landfill, how energy efficient is that?

I am a renter

I am a renter

renting (don't own, only use)

I am a renter

My appliance are new.
they still work!!!

Space: our refrigerator is bulky

don't know how inefficient ones that now fit a difficult space are
Just did a major remodel 3 years ago. All new appliances. Would consider upgrading to the next, new technology.

They still work- so hard to invest in new ones

Landlord

Might be much more than just replacing heater

I hate throwing out things that are working just fine.

I rent

I have asked the apartment complex owner and they do not want to. The same with solar panels because they say building codes would require them to do so much more at the same time. I think that was an excuse and it is pur business decision.

Landlord unlikely to replace

Waiting for teen to get older before remodeling

Planning a kitchen remodel for 2019

I have been upgrading as I can afford it. I hope to be able to afford new AC before next summer. newer appliances are poorly made and the HE units don't get clothes clean. Technological advancements need to be made before I will even consider purchasing

rental

I rent and do not take appliances with me

we have solar electric that powers the house.

My landlord is too cheap.

When I replace appliances I purchase energy efficient ones.

Heating unit will be a large project to tackle due to location

New equipment fitting in existing space.

Please see earlier note as to landlord

LED lights are not bright enough for me to see, and are PAINFULLY blue

all are fairly new

you should be asking if we rent. and also, light bulbs don't belong on the list.

All ate working fine and seem to be efficient. We are low use pge customers
I think we upgraded everything we could except a 20 year old AC system that works and we were advised not to replace unless we had to

Life of newer appliances

Landlord owns these appliances.

We replaced half of our lights with LEDs and will likely replace the rest before fall

Waiting for the old one to die

all new

I believe my washer and dryer are energy and water efficient

I'm a renter. My refrigerator was switched out over 10 years ago by PG&E.

Renter, no control

Waiting until current units do not work or need repair.

I have a built-in fridge, so it may be hard to find a replacement that fits the space.

We have replaced all with energy efficient LEDs, appliances

Q. Why might you be likely to purchase the 100% clean electricity option? Other

We are 100% locals. oh baby!

We already have to contribute to clean energy

It might incentivize me to use less electricity at home, but feel better about the electricity I do have to use.

I might from PG&E; if that is where the money went. But never from MCE: just another money making middle man.

already done this

Reduce air pollution and greenhouse gases

Not likely. Electricity from alternatives such as solar, wind, etc. are extraordinarily inefficient and not sustainable. Without subsidization, these alternatives would exist only as hobbies for those who like to tinker.

If our house were oriented so that we receive at least 8 hours of solar we could probably install solar.

Form/instruction to fill out or sign up included in with every monthly PG&E bill so more might be likely to do so

I have done it

I think it's the right thing to do and doesn't sound like it costs too much.

To help with climate change issues.

To walk the talk. Our organization is conservation oriented.

I already have MCE deep green since the beginning.

If it was the same cost.

It is more environmentally responsible and important to do what I can to maintain low emissions concern for our environment

I'm an environmentalist who supports renewable energy solutions.

Cost. Slightly more is not true!

The utility company should provide clean electricity as the standard option.

Clean energy is important enough for that. However, I'd want a good explanation of how these are truly "clean" options.

MCE is a fraud

For environment!!

If it does not cost more, and/or is more energy efficient

Right thing to do

If it's truly 100%; currently I'm on the partially-clean program with MCE.

It's right action.

If i believed it actually made a difference and wasn't just virtue signaling. So, some independent demonstration that it isn't just a shell game that shifts the emissions elsewhere.

It's the right thing to do

I have it. The extra cost is so small I'm willing to pay the extra amount

I did in the past

Clean air

Cleaner

aligns with my values

If it cost less

It's a no brainer for those that can afford it.

Hydro Electric is clean energy. So is solar. Wind energy is inefficient, unsightful and dangerous to wildlife.

Reduce emissions

Because I care about the earth

When it is produced by MCE not by trading credits.

When it is really made from new sources not just repurposed from existing power companies

More information

It's the right thing, even if it costs more.

Never

I already do because it is worth it to pay extra!

To help our planet

If the cost is not significant and if there is no difference in service I see no reason NOT to go this route & reduce emissions

Slow climate change

To feel like I am at least doing something about climate change

It's better for the environment

Cost is reasonable for the clean energy used.

A huge incentive -- it's just too expensive to install.

because it is cleaner

To help reduce greenhouse gas emissions little by little.

Because I want to help the state reach its climate goals.

If it didn't cost more

If the cost increase was truly only \$2-\$10 month.

political affiliation, principle

It's such an easy way to to cut my emissions.

If the "normal" energy option was significantly worse (like coal, which we do not use in this region), I'd be more motivated to not use it

Because it's better for the environment

Cheaper

Reduce my impacts on GCC and air/water pollution

Support efforts toward greater sustainability

It helps energy efficiency

Done it already!

I did a long time ago because I know it is ultimately much less expensive and practically, it is currently cheaper than if I opt-out and went with PG&E

Already did because I had the opportunity and it was easy.

Guilt

I already do.

better for the earth

to help the environment

its not nuclear.

Already do.

Live in a condo. I feel like condos should be required to have solar. Our board is an older board and they are reluctant when it comes to greener options. It's always a fight. Can you do some educational outreach to HOA boards.

we need to think of the future and the next generation

in consideration of future generations

I already have solar on my home

If my landlord covered the extra cost.

We did buy it and are very happy with our choice. It feels good to be doing less harm to the environment and the community.

If the costs come down.

Better for the environment better for my children

Reduce pollution

We have solar panels and we are part of MCE's Deep Green program...we feel great about spending a bit more to support sustainable energy!

we have solar and don't pay for electricity

Because it is cheaper and better for the env.

It is better for the environment

I care about my carbon footprint and given there is this opportunity, I will highly consider it.

Less money.

Benefits the environment

Lightbulbs

To save there environment

I am deep green, already have it

Want to be more efficient and save what we can of our environment

Equivalent costs.

My financial system recently improved and now I can absorb the extra cost.

I can finally afford teh higher cost option

Easy and financially insignificant.

It was the right thing to do!

It helps create demand for clean energy, & the cost difference is minimal

I care about our environment.

If it was the only option available--which would be fine. Anyway are you sure the grid works that way? (it doesn't). Also no electricity is "100% clean."

It's a small easy thing to do for maybe \$10 more monthly.

We have it

If it truly was cleaner energy. It just shifts so called clean energy production

To help direct more finance towards a low carbon economy

Cannot install solar panels on the house that I rent.

To save our planet for future generations

Solar panels

I already purchase Deep Green.

protect the environment

done

I already have. Reducing my carbon footprint is critically important to me.

do my part to reduce greenhouse gases & encourage the industry

love our worlds' gifts

The goal is important.

Care about life on earth after me

It will help toward climate change by reducing carbon.

If I knew that PG&E was not giving the extra money to stockholders rather than actually investing it in decentralized clean energy production and safety measures.

I'm not likely. Cost is a major consideration

Give the landlords monetary savings to invest in solar and wind and have them pass along the savings what tenants pay for utilities on the bills which will be less.

Clean and green for a minimal cost

To help reduce my household emissions.

Easy way to help environment

Climate change

Easy and cheap way to do my part

It's a scam (MCE) If it were truly "clean," I'd go for it.

Q. Why might you NOT be likely to purchase the 100% clean electricity option? Other

Concerns about not consistent rates

How much more cost? What is the measurable difference in greener energy vs the cost?

Cost drives behavior

costs

Cost

Might be tough to convince my partner it's worth the cost.

No way to track the money.

We installed solar panels and have a PowerWall

expensive

These alternatives are considerably more expensive than "\$2 to \$10 more per month" when subsidies, paid for by taxpayers, are taken into account.

Our roof has much less exposure than 8 hours.

Cost

Our electric bill is \$400/month already

Monthly utility bill should show comparison of how much pollution (footprint) your usage created compared to what it would have been if signed up for 100% and how little extra it would have costs.

The cost.

Because we are an already-struggling non-profit organization.

I have one incoming wire, same electricity.

Cost

additional cost

Afraid that my responsible actions will not 'make a difference' to counter less-than-responsible actions by others.

Same as above

Insufficient explanation of the service and why it's clean and costs more.

PGE does not offer it and it is not locally sourced

It is 'greenwashing'.

Not an option!

If it costs more

Cost is higher

Extra cost

Because it may not actually cause the outcome to be less emissions because it shifts the emissions elsewhere.

N/A

Senior Residential facility

Cost is increased

NA

cost and/or hassle

not sure what my options are as a renter

It's complicated. A good system shouldn't depend on volunteering and revolutionary fervor.

Because MCE is a feel good pension scam.

Rent is already high.

Increased cost.

Cost

Cost

People don't want to give more money to PG&E if they don't have to.

It isn't real new clean energy it is just power that someone else would use.

I already generate my own electricity from solar.

I don't believe it

No reason - I do it already

No transparency in the process. No education from MCE and PG&E to easily explain how "clean energy" is transmitted to my home instead of "regular" electricity.

cost

Already have home solar

I have heard bad things about MCE from customers who have switched. I don't know if their rates are actually lower than PG&E. I would like to have more transparency about MCE operations.

It is PG&E that maintains all of the facilities and I would rather see my money going to them

Expensive to install.

Cost or lack of knowledge on exactly how 100% clean electricity works.

Costs

Because I am under 18

costs more

I do not trust MCE. Their billing methods concealed their true costs. I left them when I discovered I was paying a 20-30% premium over PG&E. That's \$50-100/month.

cost, political affiliation

Cost, and it's unclear how to switch. Make it cheaper, make it obvious how to switch, get the word out, and I'll do it

I am installing solar

Not cheaper

Living in a duplex with one meter means we are charged for going over the one home limit which makes our bill even higher

I'm not the decision maker in my household

Cost

Not sure if it really does any good. Does this just mean that other users have a bit less clean energy in their mix?

It is SO EXPENSIVE. Way more than what I paid when I lived in SF. Transmission fees alone are \$40/month. My whole PG&E bill in SF was \$20/month, except in winter when it was \$80/month

costs more money

we are a co-op, we have been looking at options but I believe cost has been a barrier.

cost

the cost is more than a little

pge surcharge

Have solar panels on property

I rent and will not be here for the 10 years it takes to qualify for no extra costs.

Already have solar electric. "clean energy" includes energy credits from polluting companies.

There is no evidence it reduces pollution.

My costs keep rising and pay is stagnant. I'm earning less now than I did a few years ago because of ageism. I don't know how much longer we're going to be able to stay here.

If you include nuclear, hydro and solar, PG&E is already green.

Cost

Cost

Because although it pays itself off over time it still is an expensive down payment

It might be more expensive

The expenses/maybe not as reliable

Time.

Cost

Cost!!

Cost

cost and future costs due to policies of the current GOP administration.

Costs

See above.

Complacency

I use very little electricity compared to most efficient homes by old fashioned electricity savings and using sun where possible.

Costs need to be full accounted for. Clean energy often gets subsidies so not on equal basis.

Cost.

If there is a large cost difference from the old utility.

I don't support MCE because I view it as financially risky for the Cities and Counties involved. Plus, I have solar.

N/A

Cost, but will still likely purchase 100% clean every now that I know about it

We already have solar and have ordered a home battery.

ambivalence or fear of changing the status quo

I know people who have decided not to due to cost.

if it cost a lot more

dna

They are not really using clean energy.

Cost

Both MCE and PG&E still rely on fossil fuel production for the majority of energy they supply. By segregating a portion to 100% clean electricity they are engaging in a type of shell game. The state has to make a major shift to clean energy, stop fracking in the state and resist all federal attempts to drill for oil off the California coast.

No reason

Have to discuss with others in this home.

Doing a lot already. Fixed low income.

I'm not likely. Cost is a major consideration

Senior; retired on fixed income

I don't know much about it.

If it was too expensive, i.e. over \$5/mo.

I don't pay the bills.

Lack of trust of utility company

If I thought it was green washing

My electricity bill is already so high.

Only if it were truly "clean"

ECONOMY and EQUITY COMMENTS

Q. Is there anything else to benefit our local residents and economy, and to make sure no one in our community is left out or is impacted in a negative way?

Pest prevention IPM techniques.

With a local recycling facility...then recycling into social enterprise.

Minimize barriers (e.g.: setbacks) to roof top solar. Great jobs program

Does the initiative create jobs or remove jobs

Entrepreneur start up support for underserved populations in San Rafael.

Embed sustainability education in all levels of education.

I do not believe that we as a City should be spending City resources to increase social equity

We should make walking around the city easier for residents. For example, Canal residents have to walk/bike/drive/bus all the way around West Francisco to get to San Rafael High School when a footbridge could cut down on their access and time to get to that part of town. I'm sure there are other places where this is the case, too. Many low income residents walk, which is also environmentally friendly, so we should be making that safer and easier! I am not low income, but if it were safer and more enjoyable, I would walk more too.

A Local building materials reuse center for contractors and property owners to donate and purchase things like used windows, appliances, plumbing equipment, bath tubs, etc.

All the above!

Reuse of materials and items is one way of helping the environment. Maybe an annual "flea market" would help deter usable items from going into the dump.

Also a free semi annual curbside pick up of green yard cuttings etc would help/motivate customers to do a big cleanup and/or maintenance of their property/yard. Many hire gardeners or people to help take yard waste to the dump because it is more than their green can holds. So this waste can be composted but isn't because of this. This cleanup will also help motivate residents to clear their properties for more defensible space for fires and will help beautify properties and raise property values.

Yes -- programs to reduce meat eating are the largest way to build social equity and stop climate change.

Hard to educate current adults one at a time. Let's have more education programs in our schools from elementary all the way through high school not only teaching them but showing them how to then teach their parents and others adults.

Tax credits for solar installation.

Require solar / wind generation on new / remodel construction.

Include more Spanish language education materials in the Canal district.

More sharing libraries - tool, etc. Car sharing would be great! More training programs.
A local green contractor training program

Decrease the population

I would be in favor of local reuse and recycling centers, but the City should not be the primary party, they should be joint ventures with private companies and should only help facilitate the centers by providing tax incentives, use of City owned property, etc. The City should limit its resources and staff time.

Underground utilities on Freitas as promised. Restore two watersheds. Don't violate the promises/commitments made by prior city councils. Plan for loss of Russian River water now that they are over-building. Plan for drought. Protect the suburbs from high density development. Resist residential development along freeways. Reform pension system. Build Terra Linda library and teen center. Increase accountability and transparency in each Department. Coordinate with CalTrans to resolve the freeway backups at Bellam. Include Santa Venetia/Marinwood/Lucas Valley in area of influence/coordinate with County areas. Prepare for disasters.

I do not think tying social justice programs to pollution is appropriate. If anything, find those unregistered vehicles that never get smogged whos owners steal registration tags from other owners

I need more info on these options before I can comment.

I would participate in any and all energy saving programs or features you have outlined. However, I am a single senior, trying to survive in one of the most expensive areas in the world. I rent, and with no rent control in Marin, my rent keeps increasing. Whereas energy and the environment are top concerns for me, until this area becomes less property owner top heavy/wealthy, I may not be able to contribute where I would need to incur additional costs.

There are many renters and seniors in this county, I wish you could put your efforts into rent control and affordable (and I mean really affordable) housing, so we can contribute to these worthy causes !

More containers for recycling, more ashtrays, fewer plastic take-out including straws in public places.

More help and housing for homeless people.

Moderate/low income community solar program

Allow private shuttles like tuk tuks to bridge between bus routes/SMART etc and local final destinations. Will make it easier to take transit.

Adopt more stringent building codes to mandate more energy efficiency in new buildings and remodels.

Encourage high schoolers to ride bikes or walk, bring back school buses for all kids!

Subsidizing certain groups encourages them to waste water and electricity. We see water runoff from yards all the time.

Marin Sanitary is a monopoly and costs more than any other trash haulers in California. If the Garbarino's didn't have the council by the short hairs I wouldn't be paying for a service that is mandated and enforced administratively that I don't want , use or need. I pay \$146/ month. Every other week pickup would do it. BTW has Marin Sanitary ever been denied a rate increase?

Train low income teens to educate people about wishful recycling, composting and other issues you have mentioned in this survey

A local recycling facility that recycles metals, plastics, paper or other things on site so we don't have to ship them overseas to be recycled. (since I could only choose 2 options above)

It's fantastic to manage resources well, save energy and be good stewards of our environment, but the U.N. is throwing money and influence at many of our elected officials and bureaucracies attempting to forward the U.N.'s agenda, and not the populations of the cities and townships -- or this nation, for that matter. The whole war against carbon is a red herring, based on junk "science." In fact, the "man-made climate change" agenda is nothing but a global political movement disguised as an ecological "crisis." Yes, plant more trees, by all means -- they thrive on carbon and will help beautify our skyline, but the rest of this agenda is pure idiocy. If you want to really make an impact, clean up San Rafael. I grew up in this city, and it's become more and more dingy and decrepit each passing year. And yes, improving transit is another wonderful goal, but don't do it because of this silly climate change ruse, do it for the betterment of San Rafael and it's people.

Actively recruit developers who will build affordable multi-family housing in the downtown core.

I am not sure why it is the city's job to make it equitable. The market is far better at allocating scarce resource than any government agency.

Not to spend public money for social engineering projects deemed to fail.

Allow city employees interested in social equity to donate to a fund dealing with these problems or actively participate in the fund's work in their free time.

No desalination plant in San Rafael even if it bring federal funds.

Don't spend money on this

Local renewable energy projects like wind, food scraps that turn into energy, and solar power with battery storage.

More education.

even as bus ridership falls, a lot of people heavily rely on it- if services get cut, other options needs to be created/made available to those groups. Maybe opening up Whistlestop routes that have space on them to non traditional clients.

Community vegetable garden -- food and education (composting).

I love the idea of a building materials reuse center supported by the City -- it would be great to combine this with an art element.

Maybe San Rafael could start a community garden with edible crops that could be shared (maybe by all of the volunteers that help grow them) and purchased by anyone who wants to buy. Food scraps donated by households and families could be used as compost and made into fertile soil for the garden.

Can we subsidize MCE deep green, so that all residents can afford to choose it?

Employ people to clean up the city. Pay them money, from the money you save on resolving the pension crisis. Then pay them to care for city parks and landscapes.

Low-income housing and/or communities that are energy efficient, build "green" and in a way that encourages gathering and community, with solar. This could help equalize the community, as right now it is hard to afford to live here. More of the workforce would live here, which would reduce emissions, and strengthen the community as people might have more time to contribute to their child's school, or volunteer if they are not commuting all the time.

Rent-free electric scooters and/or bikes. Possibly dedicated scooter lanes.

Bilingual programs and education

As long as you request and don't require...I'm in.

Why can't San Rafael implement it's own trial carbon fee and dividend tax, as CCL (Citizens' Climate Lobby) is advocating for on a National Level, but with city taxes going going back into the pockets of those who need them most? Also, helping people shop for non-plastic, local produce (ideally grown at home or from farmer's market), and avoid meat and dairy. The insane amount of greenhouse emissions from meat and cheese production would be such an easy target--even if just through a public relations campaign. (See the documentary Cowspiracy or at least peruse the facts on their website).

A subsidized apprenticeship program for low-income residents for green jobs that leads to a union job.

We need to improve transit and bike and pedestrian access into and out of the Canal district. Give Canal residents their own supervisor so they can self-advocate. Invite Spanish-speaking and low-income folks to participate in government and committees. Ask schools to take a lead in a) prohibiting parents driving kids to school, b) promoting carpooling if a can't be achieved, and c) advocate for free school buses (it would cost FIVE HUNDRED dollars for my son to ride the school bus!). We need to encourage wealthier Marin residents to STOP driving their giant SUVs and participate in bringing in BART, riding buses, and biking. We need safe, protected and connected bike lanes that allow adults and children to get where they need to go; need transportation policies that PRIORITIZE cyclists and pedestrians as well as buses (biking to Sun Valley Elementary is dangerous because there is no bike lane, the lane is fairly narrow, and many parents drive giant SUVs to take their one kid to school). We don't need to reinvent the wheel; lots of mid-size cities have already made these changes. Let's research and copy what they have done. Let's try to bring in more businesses to Marin so people don't have to commute to SF for work. Let's identify unused lots or other low-hanging fruit that can be converted to higher density housing (without building skyscrapers or destroying open space).

Sponsor annual event like a run or street fair to highlight sustainability and social equity for people of all walks of life.

fire prevention.

control burn.

pge watch dog and safety so they do not burn us.

a toll on hwy 101 to pay for Hov lanes .

More Hov lanes around bus stations...

Hov lanes on the right lane of 101 for buses and emergency vehicles .. as done in Vancouver BC.

Put more efforts into cleaning the streets and picking up the trash on the roads. There is way too much litter EVERYWHERE in San Rafael and Marin. And we should increase (or create) regulations for pickup truck cargo areas to be covered - too much trash falls or flies out of them!

If I could choose more than two options, I'd include reusing building materials.

Use the money to mitigate impacts of climate change. Its reasonable clear that current actions are not affecting change despite lots of money. The IPCC estimates if all green house gases were stopped now, it would take two centuries for adverse change to stop. Given that, we should invest in mitigation efforts such as sea walls, crop replacements, population control, water storage, fire mitigation,

I read an article about a start-up in Mexico where homeless and poor people were given jobs turning plastics into compressed walls that could be used to build homes or shelters. I've seen online photos of walls or fences built from bottles and concrete. Imagine if the walls lining our highways were constructed from our colorful waste products. Imagine if public stages and platforms were constructed of such material. Expand the way you think about recycling to eliminate the need for so much sorting.

One thing that is never considered are fire pits especially wood-burning ones I believe they truly pollute the air and are a fire hazard and should be banned in San Rafael and not sold in our local stores

Carbon capture farming, as is being done in West Marin.

I love the idea of creating more community gardens....particularly in areas where people have less access to land. In addition, this could be expanded to include a training program (perhaps connected to the Indian Valley Campus garden); helping students and adults learn to grow their own food and/or turn organic farming into a career. Extra food can go to support local food service agencies.

reduce pollution in low income areas

Encourageing renewable energy on every large company or facility by a certain year

Involve lower income communities and make things easily accessible.

Keep things local and make sure there is one of any of the facilities above ^ available in every part of the city.

No

Loch Lomond does no have public transportation. The so called new bus is only for commuters, it is useless for going shopping in montecito. We need dedicated bike Lanes on San Pedro road separated physically from the aggressive, impatient drivers who frequently go over 50 mph.

SLOW THE TRAFFIC DOWN AND MAKE BIKING AND WALKING SAFER

I think we need to get the schools to do more to teach children how to recycle rather than waste. It is being done, but could be done better for all concerned.

read Carl Anthony's book - The Earth, The City, and the Hidden Narrative of Race. Convene dialogs / trainings about the intersectionality of social / environmental oppression- help to educate folks to develop stronger cross-cultural connections. My consultancy, Applied

Mindfulness, does some of this kind of work. www.applied-mindfulness.org. -Gabriel Kram

Increase high density housing near transit hubs. Work with Golden Gate Transit to increase commute connectors that go into suburban neighborhoods. Improve bike safety near the transit center (ie connect Lincoln bike path to Anderson tunnel)

Please consider using a word other than the harsh and hard hitting ""impact"" when discussing or describing issues. "Affect" may have a more gentle and lasting effect.

Automobile swap support for low emission vehicles as above.

Put San Rafael homeless to work cleaning streets (I realize this is happening & wish to express support), planting trees, maintaining landscaping, etc.

Many of the questions above assume that renters don't exist, so this already comes off as a bit insincere. That nobody is left out of what? People will always be negatively affected especially those without money, and it's pretty clear that most of what San Rafael does is try to make more money--e.g. San BioMarin, marsh squash, etc. I appreciate the sentiment here but there is too much of a disconnect.

Yes. Marin is anti business. Cities and towns do not promote our economy. The government and citizens don't recognize business needs to have a model where they can make money. Your question is the wrong approach.

Education about energy efficiency and recycling approaches. I do not support automobile swap. That is just a ruse for income redistribution. Reduce many of the city vehicles. Let city workers use the existing transport services.

The cost of housing and the lack of rent control dominates most people's lives. When you're spending 50%,60% or more of your income on housing, everything else has take a back seat, including environmental improvements. Right now housing costs and the homeless problem should be taking center stage for everything that the city is planning!

Enact a

I would like to see solutions that are crafted so that homeowners do not have to saddle a disproportionate share of the costs.

All of the ideas listed above are good ones

Improtraffic light coordination.

1. A good ad. program to get more people to turn off cars while parked (to save \$\$, CO2, air, fuel, ...).
2. Find way to get Big users to turn off lights (and workers' computer stations, etc.) when spaces not in use. There is SO much left on all night!
Reduce cost of recharge sites at public places (libraries, city hall, ...).

Consider purchasing land that would be suitable for a homeless village project, modeled on <https://dignityvillage.org/>

Solar farms and solar schools

Stop the tearing down and excessive remodeling of small homes. Limit monster home building which takes over precious land for few people and is mostly for show. Limit the amount of impervious structures residents and businesses (parking lots) can have. Institute a city/countywide exchange program for impervious structures (if you have to put some in, you have to take some out elsewhere).

Investigate what innovations in other countries and other cities in other countries do to conserve and utilize energy efficiently, which work to save them money and lower hot house gases, etc. See what others have done that works well for them and their populations that can be duplicated here.

Honesty I don't know enough to answer above question. More information is needed about actual benefits and outcomes. I don't want feel good projects. I want what works.

Keep the focus on jobs and job training

Mandate solar on all new residential and commercial construction

School traffic is a huge issue throughout Marin. We should go back to the days of all kids riding the bus to/from school. Require it. The buses don't have to be massive - smaller shuttle-size vehicles work, too. Can use central drop-off/pick-up spots close to where people live in cases where kids come from all over. Talk to Marin Montessori and San Dominico about how they do it.

Encourage employers to have staggered hours to reduce traffic, so people who must drive spend less time idling on 101 and burning fuel while sitting. Get Bay Area employers to incentivize carpooling and use of public transit.

Offer incentives for people to minimize miles - rewards for low mileage as measured on odometer year to year.

Make bike lanes safe. In places like Copenhagen a curb separates the sidewalk from bike lane from street (three levels). In others there is a barrier between street and bike lane. Lots of ways to do it. Bike lane safety is why I don't let my kids bike to school.

Homeless drug addicts pose a fire and chemical contamination risk in open space like parks and wildland urban interface areas (WUI's). Support youth activities and the arts, provide support for the youngest at-risk children so they feel included and learn how to function so they don't turn to drugs. And try to change the culture of drug use that creates these large numbers of addicts. Nobody was willing to do anything about the neighborhood meth house, or to protect the child who was living there. So many people are buying weed from an obvious neighborhood pot club, if you're going to allow that, maybe the neighborhood zoning should be changed to industrial/business and open it up to other businesses like small grocery stores and maybe an incinerator for medical waste.

Building materials re-use place in Fairfax recently shut down due to a lawsuit over a child injury.

Raise salaries for teachers

San Rafael can't handle the things on its plate now, so how in hell is it going to expand into the so-called "sustainability" sphere? It has no money to repair its sidewalks, so forget reversing climate change - its too late anyway - it's all damage control at this point.

Improve public corridors (canals, East Francisco Blvd., 4th street so that they are delightful and peaceful and accessible to use as bike, walking corridors....and also would be a HUGE asset to the city making it attractive and thriving (like San Antonio River Walk, Chicago River Walk etc.and many places in New York that reduced carbon footprint while improving the economy.

GENERAL COMMENTS

Q. What are some ideas the City should consider to reduce emissions?

Eliminate or streamline solar permits.

Bicycle roadways similar to cars ala Amsterdam.

Support regional Ag and local food production and composting.

"Car free zones with outside dining.

Solar on all new homes.

Improve public transit to Oakland. Lots of jobs there but connections make it impossible. "

Truly (industrialize) the economics of local solar development. Far better than MCE, where onsite solar works. Better balance of advocacy.

Solar roofs on new buildings.

Increase traffic flow by increasing local downtown housing.

Business incentives for solar on the unused rooftops.

Environmental pest prevention, use less toxics in homes, etc.

E bikes

Walkability

Density?

Roof gardens on buildings.

Bikes for residents to use

Bike Sharing

Carbon Tax

Fix dangerous sidewalks for safer walking.

Install more roundabouts.

How about grey water recycling systems for watering/irrigation. Provide how-to guides, cost estimate and benefits.

Less cars, more electric cars

Motorized Scooters and share bike systems

I'll let you know when I think of ideas!

Replace the city vehicle fleet, including police, with electric vehicles

General improvement of public sites can help keep all of us local. We in Terra Linda travel elsewhere to shop for groceries, use parks, go to classes like to Marinwood to use the recreation center, park and other facilities. That could mean transporting your child to a class 4 miles away - no big deal but if you drop off your child, go home and pick up that 4 trips which would be 16 miles of driving for one class for one child for example.

Improve parks etc locally and people will walk to desirable meeting places etc.

Also develop safer and more pleasant walking routes and people will walk. Freitas parkway is the MAIN road through TL. It looks atrocious. Many would walk there and to Northgate 1 and the mall if it was more pleasant. Landscaping (keep the trees we need the shade!), wider walkways, pleasant plantings even just putting some mulch over the weeds would help immensely!!! Paradise drive by CHP through Nugget store area in Corte Madera is a great example!! Turning the ditch back into a creek would be ideal (look at Denver).

There was a plan that many participated in - SR vision 2010 plan- and nothing substantial has been done for Terra Linda from that plan. Please, please help beautify TL so that we all stay local and help the environment.

Meatless Mondays in schools

No reimbursement or funding for tax funded meals with meat

Incentivizing business with meat free options

<https://money.cnn.com/2018/07/13/technology/wework-meat-ban/index.html>

Supplement paper towels in the new fire stations with air dryers. Fire stations use an exorbitant amount of papertowels. Also provide food scrap disposal to every fire station. Require every restaurant have a food scrap recycle bin.

Workforce housing. Only a pro-active city government can actually achieve the goals that are required to reduce traffic from home to work farther than 20 minutes.

Traffic has become unbearable. The city continues to allow building hence more people, more cars more energy use, and more food scraps. Instead of the city putting the onus on residents it

should take greater responsibility by going to the root of the problem. Limit the number of larger remodels and new construction. Marin is a special place and San rafael should do its part.

More regulations and possible fines on large business, owners of apartment complexes, and condo associations. Require better and larger making on plastic packaging and items to clearly show if it can or can not be recycled. I'd love to see a label on the front (not the bottom) that says "this plastic is recyclable" . Of course I would love to see reductions (different packaging options) as well as banning certain uses of plastics.

Recycle our current U.S. President. He is against any ideas related to climate change and is rolling back Obama-era regulations. Trump is an absolute disaster for our environment. All of the small changes discussed in this survey are overwhelmed by the large problems Trump is causing. Not sure what San Rafael can do about that, however.

Encourage more solar and wind power generation.

I'm waiting for Elon Musk to make me a commuter drone...if you know him, tell him I'm waiting.

Do not put fluoride in the tap water. About 99% goes into the Bay. It is not removed at the treatment plant. It is a reactive form of fluoride (and very toxic). Also chlorine in the water. Organic matter everywhere in nature, is carbon. What is this if combined? CFC - green gases. Stop the expensive fluoridation.

Using grey water to water gardens and lawns

Making sure city vehicles are efficient.

Attend The Meeting of the Minds annual conference to learn/share with other cities.

All necessary City vehicles to be hybrid it all electric phased in as existing end service life. Incentives for employees to ride bikes and take public transit such as leave work 1/2 hr earlier.

Encourage solar on all new construction. Provide incentives for businesses to reduce carbon footprint.

Restaurants/cafeterias should be required to have composting for facility/customers. Also redirect good/in-saleable food to shelters.

No smoking in public places--even sidewalks. Car checks for polluting.

More school busses, including private school students (for a fee)

Offer incentives for local residents to use electric vehicles to transport multiple kids to school who would otherwise need to travel alone or with a parent in a gas powered vehicle. So, ride sharing. Something like a casual carpool that exists in the east bay, but only for people with

electric vehicles. Pay those electric vehicle owners a small amount for each trip. Have some designated pick up and drop off locations both in San Rafael and in neighboring cities, so that it could cover SR residents going to school out of the City. Clearly, the most important thing we can do is take cars off the road that are carrying children to and from school and after school activities. That will reduce commute times to work which will reduce emissions. Then work on reducing the costs of business trips within the city by increasing the use of electric vehicles for commercial use.

For more people to use the Smart Train, it needs to be much more convenient; run very frequently (every 5-15 minutes) during commute times and have more than 2 cars

More efficient building codes that mandate energy efficiency.

Maybe using cold weather heat exhaust to heat water via piping.

Cisterns wherever possible.

More grey water usage.

All those UPS, etc., delivery trucks smelling up our neighborhoods. Do they still use diesel fuel?

Stop paying for consultants, outreach and start pushing dirt. Hire someone from the Netherlands and build dikes. Boycott China and India.

Safer bike lanes! 4-way stop sign at 5th and G. That intersection is so dangerous, and people fly around the corner on to G street where families live, play, and commute on bikes.

Wind turbines

No need to reduce emissions. See comment above. Take care of the homeless problem and clean up Forth Street.

Ban all wood burning fireplaces year round in homes with other heat. Smoke pollution is terrible in the winter.

I would like to see all municipal buildings using green energy for 100% of their energy needs-- w/battery back-up for when needed. Would like all city lights, traffic lights, etc. to be solar powered and they should all be LED's.

Enforcing occupancy rules in the Canal area.

When I lived in Japan, most people took public transit. When driving, tolls were high, gas was costly, and traffic jams were numerous and time-consuming. To get people out of cars, it has to be at the point where people REALLY need to use the car. And also, Japan has the most

awesome public transit system that is reliable with great, convenient routes. Taking public transit is not the part-time job that it is around here.

Somehow work with/encourage businesses to allow more telecommuting when possible. Many would do so if the businesses allowed it.

Support local businesses. Successful business will pay higher wages and those employees will be able to spend money on electric cars if they want to.

I think we need better access for bicycles!

Encourage and approve projects to build workforce housing to minimize commute times for people who work here. Encourage and approve projects to build low-income housing for people who live/work/study here so that these people do not have to move away and commute, thus minimizing commute times and GHG emissions.

Education is key. Have meetings/forums/lectures/classes with some kind of incentive to attend (requirement to attend?). The flyers that Marin Sanitary mails about recycling are informative, but who knows who reads them. Maybe movie theaters could be required to run short videos with information about climate change and recycling good practices?

Prohibit front lawns (which are pretty much always decorative and not functional, as opposed to back lawns which have some function), or limit square footage of allowable lawn space per property

- Lights on timers/motion sensors or encouraging people with windows to use more natural light.
- Could more meetings be virtual? Improving education and access to virtual meeting tools could reduce driving between city facilities.
- Maybe developing a

Encourage Marin Waste utility To do a better job at educating the community about what items should go in recycling and food. And what should not.

Not sure.

Have a standard for how much energy each household can use depending on the number of residents and be careful about using any unnecessary energy, or have a similar structure to the one suggested earlier for recycling: Fine households that use too much energy and are not careful about their greenhouse gas emissions. Also, the City could also add a public recycling area designed to help families correctly recycle any waste they have so recyclable items will not end up in the landfill.

Look at other cities that have 1) substantial pedestrian areas (many placers in England), 2) dedicated bike paths--away from cars (everywhere in The Netherlands, and 3) municipal trams

(Basel, Switzerland, for example). Many US cities also have extended cross-town paths (Cape Cod, Sonoma, Petaluma).

Invest in more city parks and other green spaces. Besides reducing emissions, these add greatly to quality of life.

Move public transit to a fleet of small electric busses that can be hailed online like Uber and Lyft. They will be subsidized, so will compete favorably over Uber and Lyft - especially for those willing to ride-share. Dynamic routes, fares, and arrival times could be shown online before the customer hails the bus. It would be a cheap experiment to beta-test an existing fleet of Stagecoach or Whistle-stop busses.

Lower ceilings on garages to exclude SUVs.. make them pay extra to enter the city. Etc... If you state that transportation is the main driver, it needs to be addressed by penalties as well as benefits. Close the rock quarry and reduce the number of trucks in town.

A strong marketing campaign that excites people about what we can do to live more sustainably. Maybe a Green, Waste-Free Mall or shopping district, so people can experience what it would be like to be live without so many disposables. Help them to share a vision that will encourage more sustainable behavior.

Clearly the placement of the new transit center is going to have a major impact on traffic in San Rafael. Idling cars are a big source of pollution. The plan for the transit center that should be followed should make good use of Whistlestop, keep all streets open, keep the bus services on one side of the road so pedestrians do not have to cross major roads.... This is important.

Deforestation

I put a bunch above, but to recap:

- 1) Eliminate plastics from stores or minimally empowering consumers to SAY NO!
- 2) Massively reducing meat consumption and cheese too (milk and yogurt aren't as bad as cheese).
- 3) Get people in Marin to fly WAY less.
- 4) Carbon sequestering in the hills of San Rafael. In Terra Linda over the past hundreds of years many trees were cut down or new growth eliminated by grazing cattle. I am working on an effort to replant native trees all over these hills.

That whole issue of affordable housing so those that work here do not have to travel from far away, which was not talked about here as much as it could have been. There is a list of items that cities all over the Bay Area have done that is kept by BAAQMD. Check with Abby Young there for both that list and maybe ideas that match with their Spare the Air-Cool the Climate plan.

Ask schools to take a lead in a) prohibiting parents driving kids to school, b) promoting carpooling if A can't be achieved, and c) advocate for free school buses. Ask College of Marin to provide a free shuttle that runs every hour to and from the Indian Valley Campus to and from the Kentfield campus (yeah, they are not in SR, but people driving between both places clog up our highways and create emissions). Put more funding into running buses throughout the city so people don't have to drive.

1. I looked into getting rid of my car and going w/ the following game plan:

super short trips - Uber

Day trips - Zip Car

Long Trips - Hertz

I could do this if I lived in SF, but in San Rafael it's not a doable option yet. Need more / closer short-term rental locations (e.g. Zip car)

2. I believe we're moving towards TaaS (Transportation as a Service) so in the long-term the paradigm will shift (BTW, I think Volvo is offering something along these lines)

Limit fireplace and fire pit use.

see vancouver canada for transit funding by local gas tax , cheaper bus rides, less cars on road.

Eg; all student ride transit free.

seniors ride free on off peak time.

free tolls for hov vehicles.

Traffic going through downtown San Rafael is heavy / gridlock at all times during the day - more efforts need to be put into traffic control (traffic cops?) and possibly trying to reroute traffic away from downtown to alleviate the heavy flow of traffic. It will only get worse when the SMART train continues on through San Rafael to Larkspur.

we need better intermodal connections for the smart train and buses in order for people to use them

Palo Alto

False goal. Won't make any difference.

It would depend on what would move the needle. Painting rooftops white. Rooftop gardens.

Free chipping to get rid of lawns. Artistic recycling can designs that do a better job of educating -- follow Germany's lead. A big part of the problem is agribusiness (not in Marin, but elsewhere)-- the need for packaging to ensure shelf life and protect products during shipping, as well as the emissions from shipping. So, encouraging more access to local farmers. I wish there was a farmers market downtown I could go to every day with prices that were lower than Whole

Foods to encourage use -- it would help local family farmers, reduce containers/shipping/refrigeration, allow for picking when ripe, etc. (Again, not in Marin, but elsewhere) Feed cows seaweed to reduce methane emissions.

I think wood burning fire pits should be banned in San Rafael And in Marin county they pollute the air and are a fire hazard they are also dangerous for people who have asthma

Reducing population.

Continue to make education a primary focus--with a positive, fun and empowering message. Have family events that are focused on the environment; with games and questions that are linked to learning about reducing our emissions. Have incentives and prizes for kids/families/seniors/residents who are actively reducing their emissions. Continue to find ways to show that each individual action makes a difference. (Just as the libraries stamp children's cards each time they read a book during the summer reading program, perhaps something similar could be adopted when kids turn off lights; ride their bikes, bus or carpool to school, etc.)

National Dark Sky night

The bicycle and walking plans are good.
Improving recycling of plastic bags--create market for reused plastic - get plastic out of environment.

Try to reduce plastic in packaging - for food , and other items.

100% native parks being installed or revamped in communities to encourage being out side and planting native plants also this is a great social area

Encourage public transportation or carbon free transportation

Fine people for idling and make traffic lights more effective so roads become less congested.

Promote the smart train and give discounts for those who ride it often. Also, agriculture produces a bunch of methane which is a very potent greenhouse gas. I think the city should promote discounts on fruits and vegetables and educate people about the negative things about meat.

Better bike lanes (safer too).

I think we should continue educating people and introduce them to environment-friendly options they may be unaware of.

Timing of lifts to stop idling. Better public transit

Slow the traffic down, make walking and biking safe by making dedicated, separate bike Lanes from Peacock gap alltheway to San Anselmo and beyond

Reduction of dead trees and brush that could create an environment for wildfire, even in San Rafael, is a concern. Money that could be spent on improving our environment and making it safer by getting more participation from businesses and home owners is necessary. Continue to push for solar and energy efficiency in City government operations.

I'd love to see more shared electric vehicles (small cars, golf-carts, scooters, bikes) with multiple distributed docking stations, to be used for short trips around the city.

Loved the Away Station in Fairfax. Sad to see it go. A travesty, really. It was the system that shut it down (insurance premiums). Municipalities should support such operations to prevent that from happening, and to provide a means to divert building materials to landfill.

Incentives for people who generate less waste. Have an escalating rate scale - the more you use, your rates go up. Marin Sanitary should have recycling & composting service for all businesses as well as residences, & we should require that all commercial buildings (including shopping centers) have collection vessels for all of them. The center in which my business is located has collection points for trash & recycling, but (a) not enough containers & (b) none for composting. Offering better incentives for switching from wood burning to gas fireplaces. (Costs can be quite prohibitive. Maybe county tax rebate?)

More public spaces and events so there is some sense of a community. Yes better public transportation (the "reality is that people won't use" passage introducing this survey shoots serious consideration of transport changes...it's not easy but that is just defeatist and really what can we do to keep making money and look like we're all doing something, yay electric cars!.) The traffic is absurd and creates stress.

Gas (and even electric?) grass mowers and leaf blowers are not only noisy but also extremely bad for environment and unhealthy, not to mention add significantly to emissions. There are cities in Bay Area (one of them is Lafayette) that made them illegal a long time ago. I think that it is time to do that here, in San Rafael, as well.

Use More LEDs in lighting and highway signs, city buildings and traffic lights. Improve traffic flow like one way streets to reduced waiting or idling time. Elevate the Smart train thru San Rafael (parallel to Hgwy 101) to eliminate road crossings and traffic delays.

Mandate solar panels on new home construction projects.

Remove permitting costs for upgrading main electrical panels when installing EV chargers or Solar in residential buildings.

Enact a plastic bag ban (and other plastic containers (ie take out food)

Clean government vehicles, white roofs on public buildings, solar panels on public buildings, wind generators on hilltops.

Composting services everywhere. Invest some time and resources in addressing the rodent issue for composting (metal cans like bear boxes)?

I never see anyone mention the timing of street lights and the endless idling of cars giving off exhaust. Can this efficiency be improved? San Rafael has stop lights everywhere, made much worse by the addition of new ones right by Heatherton for the train tracks. How many places could people turn right on red safely that are currently marked otherwise?

Mandate new construction, residential and businesses, to use low emission products and solar, if that doesn't already exist.

Add solar to all government buildings; offer share electric vehicles for government employees. Have blacktop streets, driveways, and roof tops painted white.

More efficient one-way traffic light sequences.

Requiring re-models costing over 1/10th of appraised value of residences to install solar.

Wherever there are growing traffic jams (e.g. 4th Street in the vicinity of 101) correct/improve flow of both vehicles and pedestrians.

Traffic light delays create polluting emissions. Reduce stopping at every light.

Fix residential sidewalks to improve pedestrian usage.

Bus expansion. Bring Bart to Marin

As above: "2. Find way to get Big users to turn off lights (and workers' computer stations, etc.) when spaces not in use. There is SO much left on all night!"

Note that it would take little to put a small number of workers in charge of setting options for automatic power-down of computers (and lights) for all in a department or floor.

Again, please consult with <http://marincarbonproject.org> The city has some influence over large tracts of land - Silveira property, that could be encouraged to manage their ag land with MCP caron soil capturing methods. This is preferable to building hundreds of market rate houses, with scant affordable homes, that will add to the city's and county's GHG volume.

Adopt an ordinance requiring all new buildings to provide electric vehicle charging points. (San Francisco adopted such an ordinance last year which went into effect January 1 of this year.)

Car free days

Clean fuel busses, cars. Break out creeks and restore areas so people are more inclined to walk because it's beautiful, green and quiet. Increase safety and beauty of parks. We need more small, flexible, inexpensive modes of transportation. Marin's aging population cannot always do shopping, etc by bike. Bring back school busses.

The solar ITC, state incentives and Chinese subsidies to their manufacturers all enabled PV solar to succeed and "get over the hump". Significant incentives for EVs and other energy efficiency products used by consumers will go a long ways if implemented. I would rather pay an annual tax that goes toward incentives than a higher price for a more efficient product. The result might be net-net but the consumer's perception is that they are saving.

Many Marin Adults work in the city so maybe work on getting more transportation to the ferry building? And making it known how easy and accessible the buses are.

Better traffic control management and street design. Most recent attempt to coordinate and time signals not effective.

Get old cars off the streets.

Make the city feel safer, so people are comfortable riding bikes, walking, taking transit and sending their kids out on their own. Right now the drug addicted/intoxicated/mentally unstable transients and petty criminals are too much of a presence. Our city is too tolerant, and residents are fed up. I'm often uncomfortable walking to my car, much less being on a bike or bus, esp at night. The San Rafael transit station is scary, too. The street-person problem has to get fixed.

The museum in SF golden gate park once had on display a corkscrew-shaped replacement for a windmill on a wind farm. It was designed to prevent injury to birds and bats
Invest in solar power generation; narrow roads to discourage driving (from my 13 year old); offer more buses

The City should stick to public safety and public works - that's about it. Fixing the effects of decades of corporate greed is not something the City is equipped to handle.

We have to figure out how to reduce the traffic impacts of highway 101 and all of the automobile corridors surrounding it. Dallas and Boston "undergrounded" their urban freeways covered them with parks and cultural resources: reducing pollution, creating beautiful gathering spaces, and improving livability and walkability in the heart of the city. Imagine it we did something like that while responding to the threats of sea level rise, and reduction of greenhouse gas emissions.

Sequestration: That every citizen is obligated to plant a tree each year.

Contract or find a people who that are responsible for and focus on caring for the cities trees.

Q. Do you have any concerns about any specific unintended consequences?

We will lose \$100 millions in economic activity if solar assets are developed outside the county.

Economic impact to economically disadvantaged.

Increased recycling costs due to systems using exotic chemicals/materials.

Discourage business growth.

ROI an initiative relative to the measurable difference of desired outcome vs. cost.

Complicated, time consuming permit process

Extra costs for small business

Phase in changes to be sensitive to the cost for a small business.

not yet

I do not believe that mandating homeowners or business to require conformance or to spend City resources to reduce greenhouse gas emissions is wise.

There are plenty of other things the City and the Energy companies can do on their own to accomplish this.

I'm not sure increasing use of electric vehicles is worth the investment--they still use electricity and don't discourage people from driving in individual cars. Reducing transportation emissions, energy-usage, etc. should be a top priority in our town.

No

Financial burden being put on the residents and not all areas of SR will benefit equally.

That assuming that more new housing close to public transportation will mean that those residents will actually use the public transportation!

Yes. Social re-engineering always has unintended consequences and seldom corrects the purported problem. And there is the predictable consequence of absurd inefficiency, usually

combined with massive corruption. But none of that will matter because our intentions, no matter how misguided, were noble. Right?

I have concerns about wasting time with ineffective campaigns instead of strategizing on small actions with big wins.

Our citizens involvement is absolutely necessary to reduce the hazards of unintended consequences.

No because affecting/requiring change from the way we have been doing things even if it cost more and takes more time is vital to the survival of live.

You may need to include a light bulb recycling problem, if you want people to switch to more-efficient bulbs.

More regulations, increased cost of living.

Drought tolerant landscaping would save water but would not absorb CO2 as well. You need to find a balance, or you'll meet one goal at the expense of the other. Keeping our apartment complexes, and the urban areas adjacent to commercial areas, greener has benefits. Mature trees improve property values, quality of life and stewardship of the natural world.

Toxic emissions from recycling operations, run offs, and also air emissions.

Most often, people who are very low income do not have access to appliances or vehicles that are energy efficient. Making these more equitably available would be important in the overall plan.

Yes, the drain on the City's taxes on programs and solutions that may or may not stop climate change. The City and also the County are only minor contributors to greenhouse gas, and therefore should not make a reduction such a main focus of its policies. Taxes should be used for roads, schools, libraries, public safety, cleaner streets, and to combat homelessness and drug addiction.

Ethics. Economy. Environment. Study Wendell Berry's 17 attributes of sustainable community.

Educate councilmembers. Re-create The Planning Academy.

Too much financial burden for individual & businesses.

Please see my above response.

No

I don't like the idea of the waste disposal workers becoming spies of residential garbage and levying fines for recycling mistakes. It's Orwellian. It would cause resentment and a reduction in the support for local government. It would undoubtedly be unequally employed and could be used unfairly for personal grudges. Better to offer small financial incentives.

Housing costs are already through the roof... Worry about increased costs of housing and construction.

Any more noise from neighbor's using cooling devices, leaf blowers, leaving cars idling w. A.c. On in summer, Heater on in winter. Parents waiting to pick up kids from schools are hugely guilty of this. Mall employees do this while eating lunch in their cars.

Yes. From my perspective the money necessary to fix the problem will be spent on surveys like this one. Oops, we urinated the money away.

I'd like to see electric bulldozer!

What happens to the batteries and equipment from EVs when they are done? Batteries only last for so long...then what?

My concern is the possibility of increasing cost of living for those who rent. If there are legal requirements for property owners to replace outdated appliances, irrigation systems, lawns, or the like, that cost can easily be pushed on to tenants and low-income members of our community.

Increased costs

No. It's just junk science.

No. But affected entities should be on lookout for such consequences, so they can address any problems as they surface.

Central planning as not worked for long anywhere. It cannot foresee new technology, changing relative costs, etc. Any city action should be limited and have short duration built in.

Due to lack of real knowledge and and despite a wishful thinking the measures can increase the greenhouse gas emissions.

Only to the extent that they may excessively increase costs when more cost effective alternatives are available.

As you know, there is great income disparity in Marin and San Rafael. 20% live at or near poverty levels. I feel concern that people of limited means will have to shoulder a disproportionate share of the cost of greenhouse gas emission reduction.

Businesses will leave San Rafael. Successful, prosperous people will leave SR and there will be no one to pay for “ pie in the sky” dreams like electric cars for everyone.

Sure but it can't be as bad as letting things continue the way they are

I am concerned that buying brand new EVs may be just as, if not more polluting than driving a used gas-powered vehicle. New cars require precious metals and materials that must be mined, refined, and manufactured--all of which are heavily polluting activities. We need to look at that particular issue from a "whole life cycle" perspective

careful consideration of pro/con for nudges, punishments (taxes/fees/fines), or incentives.

Vulnerable communities will be more impacted by punishments and still probably not change. Incentives and accessibility may work better with vulnerable populations.

Not sure.

Many people think the solution is to practically outlaw cars. That might work in an area where the population is dense enough to support traditional mass transit (bus, train, Bart). Marin will still need roads and cars for many more years. Neglecting existing infrastructure would increase greenhouse gasses through increased gridlock.

No, most measures considered above are entirely toothless, meaningless, and will have no effect- intended or otherwise.

I don't want to see the renters pushed out and have even fewer affordable housing options for our again community and service workers.

I am most worried about the people who live in the Canal neighborhood of San Rafael and the impact that sea rise is going to have on them. Any actions taken should consider the consequences it might have on that area.

Free parking incentivizes driving in cars. Even free for EV users seems a problem. Build and incentivize car and bike sharing programs and paying for vans as public transportation between well-traveled routes seems better.

Fines can certainly negatively impact low-income residents. Apartment complex managers should be responsible for creating logistically-viable set ups for recycling and composting and for training (and rewarding) residents for appropriately recycling and composting. Some efforts may only be achievable by wealthier residents and that may further promote the incorrect idea that lower income folks do more damage to the environment when in fact wealthier, high-consuming, traveling residents drive up emissions much more.

job loss in gas/metal companies (hopefully these would be replaced by jobs more invested in the health of our environment)

Any costs foisted on me as a citizen or landlord would be unwelcome. I believe the "carrot over the stick" is a better approach. I think the will exists in Marin to achieve results w/o the stick.

Yes. I am concerned that fines to get people to reduce greenhouse gas emissions may impact the poor adversely.

flooding on hwy 101 and 1

Still using electricity

Cost without benefit

Yes, I think it's easy to get hooked on technological solutions to problems that could be solved differently. We need to kill the 40 hour work week, allow more people to work from home, change work patterns so there are no rush hours and reduce traffic congestion. I work from home with people on the East Coast and deal efficiently with different time zones, so I know it can be done. Give people a chance to be with their children more. I'm concerned that renters will be left out of the picture, in favor of home owners. We are less valued in every equation about community. We're being priced out in every way.

Short term it will increase cost but long-term it's better for the environment and better for the future residents

Need to audit the process to be sure it really gets the intended reduction.

My only concern is increased costs for residents, particularly lower income residents.

Inequity is always a concern to me. It is important to include every socioeconomic group in whatever plan is being adopted--making the changes accessible to all people and considering any burden(s) that might be placed on underserved communities (and to find ways to balance any burden).

Just people not understanding why this is good or being uneducated

Not at the moment but I will consider looking into that.

By focusing so much on the transportation sector you will forget about the most potent sector, agriculture. And eventually we'll fix the transportation problem and then wonder why we didn't start with the bigger problem: meat consumption.

No

I'm concerned about people who want to help, but don't have the resources to do so (i.e cost).

No

No

No

Increase costs of implementation and upkeep.

Yes. Sometimes environmental efforts create excuses not to build housing.

Too many regulations on homeowners might squash participation.

The cost of living here is already nearing unbearable levels. Don't introduce mandates that add to the problem.

The in-fill housing story is not helping local emissions or quality of life and it is superficial (yeah we know all of the low-income etc. housing is for builders to make money and to advantage of government).

Imposing stringent or expensive restrictions like point of sale or rental requirements to upgrade systems, windows or appliances that otherwise have a useful life. That could be a hardship for many.

Yes. They can drive out business

Climate change is not well founded and has not been proven as a real treat. Some of these measures are essentially carbon taxes which costs businesses and consumers more, picks winners and losers and is not competitive. It hits low income and folks in rural areas more.

It may take focus away from the homeless and housing costs and the lack of any rent control.

Increased cost of living in an overly expensive county.

No

Rich get richer (by installing solar), while poor get poorer by paying increasingly large electric bills.

Avoid passing costs on to homeowners.

The sky may become more visible / beautiful if more lights are turned off (or swapped to aim light to shine Downwards only), so more people might crane their necks enjoying the view of stars, planets, ...

Wasting time with dubious environmental solutions is not helpful at all. This approach is favored by those who believe that building high density housing near transportation hubs will reduce GHG emissions. There is no credible science to support these beliefs.

Upsets climate change deniers but too bad for them

People switching to electric vehicles are still in cars and cars take up a tremendous amount of space and don't solve the problem of switching people's thinking.

Yes. Very little will likely be accomplished but at significant cost. Cars are already becoming much cleaner. Could we already be on track to meet goals given rapid adoption of hybrids and EVs?

Yes. We still don't know enough.

Things that are not do green because they don't work as well and need replacing

Consider running some student competitions to generate ideas.

People do not like being fined. There's a high level of community annoyance and a feeling that the city of San Rafael cites or fines people unjustly. For example Mill Valley firefighters will stop by to offer advice, but the San Rafael flyer to the WUI states that homeowners will be fined if there's not defensible space, and it feels uncomfortable to invite someone to come fine you. I tried to get a legit licensed insured company to trim my tree away from power lines (instead of just removing it), and the employees who arrived to work did not speak English and did their best to keep the branches as close to the lines as possible so they could come back soon. So that is a fire risk which creates gas emissions and makes me want to remove the tree entirely. Also it's near the sidewalk, so with SR's new sidewalk ordinance, some people are removing plants and paving the area over because homeowners are afraid.

Like what ?

I fear that some efforts will increase costs for low income people leading to gentrification and lack of affordable housing and resources for the diverse communities within SR

Q. Is there anything else you would like to see for our Climate Action Plan or related efforts?

How initiatives impact residents in multi family homes vs. home owners.

Weave in the SD9s (U.N.) Cap 21

Apply a percentage of remodel costs (kitchen, bath, etc.)
For EE upgrades fast track permit process - Reduce costs

Start with schools: school boards and PTAs, but especially the kids who will put tremendous energy into it and pull their parents in. Late-life hybrids can be expensive to own. Need a refurbishment program to complement a swap. This small county is highly fragmented. All of this - or most of it - needs to be coordinated county-wide effort.
do not yet have your plan

I think we need to look at home systems that recycle grey water for watering plants and yards. Water conservation is going to be essential as we move into periods of greater drought.

The City has so many other more immediate and pressing issues to worry about that starting a whole new initiative and expending taxpayers money, staff time, and resources on this issue is problematic. Tackle homelessness, public access safety, and quality of life issues in the City first and don't try to make such dramatic changes to accomplish this goal. A long term strategy is best.

Protect more open space areas. Re-vegetate and restore existing open spaces

As stated above:

Reuse of materials and items is one way of helping the environment. Maybe an annual "flea market" would help deter usable items from going into the dump.

Also a free semi annual curbside pick up of green yard cuttings etc would help/motivate customers to do a big cleanup and/or maintenance of their property/yard. Many hire gardeners or people to help take yard waste to the dump because it is more than their green can holds. So this waste can be composted but isn't. This cleanup will also help motivate residents to clear their properties for more defensible space for fires and will help beautify properties and raise property values as well.

Meat reduction task force.

Yes. A mayor and city council who are pro-active in making these changes.

Standardization of how all in Marin sort recycling. Why can some put all in one bin while in other areas you must sort out paper? Is not all in one more efficient and less costly in the long run due to now recycled items being put in bins by mistake or misunderstand by residents of what can and cannot go into cans. I understand it take more employees to sort at dumping station but they know what is and what isn't allowed and it saves contamination costs.

Do all you can to protect wetlands.

Remove the fluoride from tap water. If it's illegal to dump it into the Bay, yet most of it goes into the Bay water.

Enforcement of recycling and compost sorting - which means more outreach and education.

Please see my above response.

Better cleaning of freeways and roads

Yes. Encourage more plant-based eating. Look at the figures. Animal agriculture is one of the leading causes of greenhouse gasses.

Encourage a shift to electric vehicles for local commercial vehicles working within the city and County. Plumbers, contractors, electricians, delivery vehicles. Perhaps provide some incentive for replacing gasoline vehicles that are currently shown to be used for business because they have the business name on the side of them and have been claimed on tax returns as a write off.

Environmental justice and environmental racism are serious and real issues - even here in Marin. Would be nice to see an "equity" piece, that 3rd E that so many leave out of the equation...

Keep reaching out like this.

Accept that all real estate is not created equal. For example Bell Marin Keys. Unless all resources are brought to bare and either a huge lock built at the GG Bridge or dikes built this survey BS is just an exercise. Start pushing dirt. Dikes First!!

Encouragement to take public transit. SMART train was built to help with crowded roads, but it doesn't get used often. We have to figure out ways to increase utilization of these wonderful resources. It will help lower greenhouse gas emissions and decrease road congestion.

Grey water recycling.

Yes, make San Rafael Great Again!

Encourage use of Home grey water recycling so that grey water can be used for landscape.

This plan needs to be fully integrated into the city's plan. Affordable housing is a huge opportunity to incentivize builders to produce wonderfully green projects.

Traffic studies (traffic overcrowding) should be plugged into climate effects; think about changing street directions to one-way so as to avoid huge back-ups coming off 101 in SR. Look into coordinating traffic lights to respond to live traffic conditions. Look to shorten traffic light signals to avoid lines of cars sitting and idling for 3/4 minutes at a time.

Enforcing occupancy rules in the Canal area.

More opportunities for community living, with vibrant opportunities for engagement. The high commercial rents in San Rafael are a detriment to unique and visionary businesses and art ventures. If the community is exciting enough, people won't be driving to all the "cool" places (that are also being priced out of existence.)

Ensure clean air and water. Ban pesticide and herbicide use on residential properties, farms and in public areas. Encourage natural solutions.

Fight to reduce fees for non-compliance.

emphasis on the connection between land use and climate. Detached single family housing means more road, more piping, more materials, and more energy needed to service each individual dwelling. Dense housing with shared walls is much more efficient for so many reasons.

get more press and visibility. Its important and the more we talk about it and people see it the more likely they will change habits.

thank for for the opportunity to provide input!

I would like to see the support of preserving the wetlands around the Bay Area, especially because of rising sea level.

I would also like to see a lot of emphasis on recycling correctly because the plastic in the ocean is harmful to many creatures, as well as potentially humans because of the plastic microbeads that are floating in the oceans.

All public buildings should be required to have solar panels. All commercial buildings should have solar panels unless too small to make practical

Increase traffic flow technology to reduce idling and gridlock. The SMART train may increase the need for this. Use more street sensors and smarter traffic lights.

A carbon tax.

I'd like the City to prioritize moving the homeless services OUT OF DOWNTOWN and AWAY FROM OTHER RESIDENTS before worrying about global issues. How we manage our streets and services is a problem that directly affects residents NOW, and ONLY THE CITY CAN SOLVE.

We could get carbon negative tomorrow, and it won't stop the rest of the world from ruining the environment, and it won't do anything about the vagrants that wander onto my property or the would-be squatter who broke into my home shortly after I bought it. I feel less and less safe in

San Rafael each passing week. One of my co-workers already moved out of the city because he and his wife got so sick of it.

Solve local problem locally FIRST.

Reduce flammable dead and dying plants that are just waiting to catch on fire.
Perhaps a bicycle ride thru the streets of the neighborhoods would open your eyes.
If we all die in a fire there is no point to any of this.
San Rafael is really dropped the ball on this BiG TIME!

I saw a presentation by Resilient Shore, and strongly support their proposal to increase the wetlands of San Rafael. I have been involved with the restoration of Hamilton in Novato and believe that this is seriously worth the time and money. Many people serve as volunteers for that project.

Again, please see my answer right above. Plastics, meat, flying, work on carbon sequestering far more than mere tree planting on sidewalks.

Building efficiency and green building ordinances. Help change building codes so that it is much easier to encourage saving energy or greening buildings with used material or material that does not need as much energy to create it (or putting solar panels on carports or roofs).

Encourage planting of locally native, drought-tolerant plants in suitable areas (i.e., not in wetlands) and require this in all municipal landscaping, businesses, and new housing developments. Work more closely with Safe Routes to School members to gather accurate information regarding the unsafe and disjointed biking and pedestrian plans--and then take action to fix these issues. (For example, stop saying that there can be no further renovations to 5th Ave leading up to Sun Valley Elementary. Restrict residents' parking to one side of the street, put in protected bike lanes and watch how many people start biking their kids to school. The city should consider banning plastic straws, takeout containers, and other single-use plastics. It would cut down on waste, and cut down on the resources used to make unnecessary disposable products. Other cities have been in the news recently for addressing the plastic pollution problem, and I think the City of San Rafael should be setting an example too.

I really think more trees and live plants are important for our air and for climate change. Why not plant trees along the freeway? Large trees should be encouraged and managed by the city.

thanks for taking the time to ask for feedback from the community.

It would be nice to have a section where a persons carbon footprint could be estimated to compare with a goal so people could see where their personal gains could be made.

try a arial tram, (like a ski lift gondola) over bay , as done in portland. and other cities. instead of expensive bridges.

get the darn tourists off the road rush hour traffic , see vancouver BC rental car surcharge \$75 action plan that gets visitors / bad drivers off the road. and gets a special pass on transit, and tours. eg. GG bridge, muir woods. mt tam. the beaches.

Much more effort needs to be put into cleaning up the trash on our streets and to decrease the traffic on our roads!

The SMART train hopefully reduces the number of cars on the roads (and their emissions) but it slows traffic down and increases gridlock when it goes through San Rafael. Maybe we need police helping to direct traffic in the downtown area!

ban wood fire pits and ban the selling of them in San Rafael and hopefully Marin County. Wood fire pits pollute the air and are a fire hazard

Find ways to tap into the community knowledge and willingness to volunteer

For me the environment has always been the number one issue of our times because if they aren't solved, we won't have time to solve our other problems, and climate change will create increasingly difficult challenges for us to deal with.

But I recognize that for many people the environment seems like a sideline issue, and they can't be bothered when so many other seemingly more vital issues confront them. They may be afraid to think about the consequences of non-action, and they don't like the idea of government programs that require them to do more. So for me the real challenge is how to engage those people. I think here in Marin and in other California communities, we have made amazing progress in improving the habits of residents and businesses. People realize it is not difficult once you establish a new habit. But it's still not enough, and people get tired of being asked to do more.

For me, I need to be assured that my recycling is going someplace where proper things are happening. I hear on the news about China refusing paper waste. Well, environmentally I'm not thrilled at the idea of shipping our stuff off to a distant land in the first place, but what is happening to it now? Efforts to find ways to reuse, repurpose, etc. on a more local basis seems super important if we are to keep up the enthusiasm of those with good habits. I know there is all kinds of amazing new technology to handle things, but can we afford it. These are all things I think about all the time.

Please look at intermodal connections to try to get people out of their cars and eliminate wood burning fire pits and fireplaces

The concern about rising sea levels in Marin (and particularly in San Rafael) is high. It would be fantastic if we could create contracts with local businesses and/or create positions for people who are looking for work to assist in some of the projects that are on the horizon in regards to predicted sea level rise.

Everything sounds good to me

Not really, this form shows that you're on the right path.

No, the progress that is being made and the effort is certainly enough for now!
I just want to make our city cleaner!

More change that young people can do, themselves

Open the old railroad tunnels to bike and walking traffic. The hills can be a real problem.

Continue to be proactive and not reactive.

Consider social justice as a foundational part of this. Consider an awareness-based approach of helping people to become more aware of their own wellbeing, increase their social connectedness and ability / interest in working across culture and class, in tandem with environmental awareness.

Higher density, multi family housing and fewer stand-alone large homes. Impose a Climate Tax on single family homes with large square footage (large yards, etc). Work with HOAs at multifamily properties to reduce their waste disposal bills.

It's going to be fairly impossible to effect change if every city/municipality does their own thing. Marin County doesn't have enough population density for that to work. The only way to have any cost-effective solutions will be if there's a county- or region-wide district overseeing all of it to create economies of scale.

Encourage more bike riding and walking by building more paths and connecting existing paths. Add protected bike lines that are accessible to all. Prioritize this over or equal to cars and you will see MUCH more ridership.

Green up downtown with more trees and planter boxes, having the added affect of beautifying the downtown.

These are things I would put my tax money in for.

Community energy. Community recycling. Improving quality of life. Preserving nature. Derailing the city's relentless "build/make money or it doesn't count" track.

Water conservation is not just in times of drought. People forget that.

Yes. Focus on the sea level issue. Focus on the canals. Focus on the shoreline and explore sea walls. Dredge canals and clean them. Focus on the roads. Fix potholes. Deal with the homeless pollution.

Please see above re: gas and electric grass mowers and leaf blowers.

Evaluate basis for climate change with true scientists not just activists.

More

Encourage PG&E to continue to provide financial rebates/incentives to install electric charging stations in condo complexes and start a program to include single family homes

Subsidize installation of water catchment systems including gray water

Address waste and composting at ALL City owned and managed locations.

It is too late now, but if you had a box to check that said you already are MCE or have a electric car, you'd have 2 more statistics to look at.

Benches at bus and train stops.

Take it seriously, and don't wait long.

Continue to be a city leader

see above. Need for integrated Water/Energy/Food systems wide thinking. Need to build natural capital. Sustainability from the low bar where we are is not sufficient. Need to change our way of thinking about Growth is Good. We need to recognize the limits of the natural world. Need for population reduction OR huge standard of living reduction or a combination.

Focus almost exclusively on subsidizing residential solar. This is far more cost effective than many intrusive options presented here. It is also a carrot and not a stick approach.

Canal dredging and flood control.

Earthquake planning.

Fire planning

Bravo for doing this survey - we'll done!

Try to see residents as your friends and do reasonably supportive things, rather than fining and penalizing them.

Ban single use plastic

People need to stop breeding

Mitigation item – City Plan for sea level rise

Protect the trees we have!!

Residential transport corridor

Encourage rooftop community gardens in new development

Can we sequester carbon in “urban soil”? e.g. MALT

I like “encourage” or “incentive” more than “require”

Encourage not require

Maintain all of our environments including our waterways

Encourage property owners to plant natives

Many of these ideas exist in town/city codes. Whats needed is a code review and more appropriate ...illegible

Urban farms and food gardens, gleaning maps; fruit trees/urban orchards

Root top gardens

Native plants in common spaces

Carbon through compost layers (see Marin Carbon Project)

Thank you for this survey. Very well done. I hope it yields some positive results.

NEXTDOOR.COM POLL RESPONSES

 Sustainability Coordinator Cory Bytof, City of San Rafael **AGENCY** ▼

Poll: Did you know the City of San Rafael has a plan to reduce the pollution that causes climate change?

Starting today we are going to be asking a series of questions about climate change. Keep an eye out and help inform our planning process. For more information and to see a really compelling survey, visit www.cityofsanrafael.org/green! The first question is to understand what percentage of people knows about the City's climate action [See more...](#)


Choose one:

<input type="radio"/> No, but now I do!	80%
<input type="radio"/> Yes, but I haven't seen or read it	13%
<input type="radio"/> Yes, I've seen it or read it	5%

This poll has been closed. 142 votes

2 Jul · Subscribers of City of San Rafael

 Reply  8  23 · 6498 Impressions

 Sustainability Coordinator Cory Bytof, City of San Rafael **AGENCY** ▼

Poll: Poll about your next automobile




We are conducting a series of polls regarding San Rafael's efforts to reduce greenhouse gas emissions to help revise our Climate Change Action Plan. One of the biggest ways residents can make a difference now is to drive a plug-in electric vehicle (EV), or plug-in hybrid vehicle because electricity is so clean in our area. If you [See more...](#)

Choose one:

<input type="radio"/> Yes, definitely	57%
<input type="radio"/> Probably	15%
<input type="radio"/> Probably not	12%
<input type="radio"/> Unsure	9%
<input type="radio"/> No way	5%

This poll has been closed. 274 votes

10 Jul · Subscribers of City of San Rafael

 Reply  4  22 · 5229 Impressions

OCTOBER 15, 2018 CITY COUNCIL MEETING

Presentation and Comments can be found here:

https://cityofsanrafael.granicus.com/MediaPlayer.php?view_id=38&clip_id=1450&meta_id=132143

Comments from: Councilmembers, Jeffrey Rhoads (Resilient Shore), Bill Carney (Sustainable San Rafael), Roger Roberts, Marv Zauderer (ExtraFood.org), Judy Schriebman (Gallinas Watershed Council), Sarah Loughran (Planning Commissioner), Bruce Lee Livingston (Alcohol Justice), Kiki La Porta (Sustainable Marin), Tamra Peters (Resilient Neighborhoods), Chris Yalonis (VenturePad), Dale Miller (Golden Gate Electric Vehicle Association), Belle Cole (350.org), Peter Posert, Jim Bitter, Maika Llorens-Gulati (San Rafael City Schools Board Member).

FEBRUARY 26, 2019 PLANNING COMMISSION PRESENTATION

Presentation and Comments can be found here:

http://cityofsanrafael.granicus.com/MediaPlayer.php?view_id=38&clip_id=1537

Subsequent edits to the CCAP 2030 since the October 15, 2018 Draft include:

LCT-C1	Changed to "Zero Emission Vehicles". Added hydrogen fuel cell vehicles and electric scooters and motorcycles to the subsections.
LCT-C4	Added "and student" to subsection a.
LCT-C5	Added subsection c: "Provide an attractive and efficient multi-modal transit center and safe routes to the transit center that encourage bicycle and pedestrian connections."
LCT-C6	Added "showers, and changing facilities, bicycle racks and lockers" to subsection a.
LCT-C7	Changed to "Parking Requirements". Added "Promote a walkable city by reducing parking requirements." And "Encourage unbundling of parking costs."
LCT-C8	Changed to "Traffic System Management and Vehicle Idling". Added "to minimize wait times at traffic lights" to subsection a. Added subsection b: "Utilize intelligent traffic management systems to improve traffic flow and guide vehicles to available parking."
LCT-M4	Changed to "Electric Landscape Equipment" and added "and other landscape equipment".
RE-M1	Added "where feasible"
WR-C5	Added "Conduct a cost/benefit analysis and consider" to second sentence.
WC-C1	Added "for compliance with State and MMWD regulations" to subsection c.
SA-C5	Added "and increased risk of wildfire" to subsection a. Added "air quality" to subsection c, third bullet. Replaced "protection" with "prevention and suppression" in subsection c, fourth bullet. Added "wildfire" to subsection d.
CE-C2	Added subsection f: "Inform the public about the environmental benefits of eating less meat and dairy products, growing food at home, and purchasing locally-produced food."

JANUARY 24, 2019 BAY AREA AIR QUALITY MANAGEMENT DISTRICT COMMENTS

Changes to CCAP from BAAQMD consultation include:

BAAQMD Comment	Response/Edit
Describe how the CCAP supports the State’s Climate Change Action Plan.	Sentence added on page 6: “The measures contained in this Climate Change Action Plan are designed to support and implement the Six Pillars and the goals of California’s 2017 Climate Change Scoping Plan on a local level.”
The Metropolitan Transportation Commission is the lead on the Commuter Benefits Program.	Edited Measure LCT-C6a as follows: a. Work with the Transportation Authority of Marin, <u>the Metropolitan Transportation Commission</u> , and the Bay Area Air Quality Management District (BAAQMD) to promote transportation demand programs to local employers, including rideshare matching programs, vanpool incentive programs, emergency ride home programs, telecommuting, transit use discounts and subsidies, showers and changing facilities, bicycle racks and lockers, and other incentives to use transportation other than single occupant vehicles.
Calculate GHG reduction from Measure EE-C4 Green Building Reach Code.	GHG reduction calculated and text and Appendix A revised accordingly.
Add climate-friendly concrete.	Measure SA-C2 Carbon Sequestration contains subsection a, which says: a. “Encourage use of building materials that store carbon, such as wood and carbon-intensive concrete, through agency partnerships and engagement campaigns.” No edit proposed.
Strengthen measures which say “encourage” and “consider” taking an action. Use more proactive language such as “require,” “investigate” and “accelerate” and/or be more specific about the action that will be taken to encourage an outcome.	Edits made to measures, LCT-C1, LCT-C2, LCT-C3, LCT-C8, LCT-C10, EE-C3, EE-C4, RE-C1, RE-C2, WR-C1, WR-C6, WR-C7, WC-C1, SA-C1, SA-C2, SA-C3, SA-C4, and CE-C5.
Make it clear that the City is committing to implementing the measures.	At the beginning of each list of measures, a sentence that says “The City will take the following actions to...” was added.

In addition, all calculations and tables were updated to reflect these changes.

CITY OF SAN RAFAEL

COMMUNITY AND GOVERNMENT OPERATIONS GREENHOUSE GAS INVENTORY FOR 2016

April 2019

Prepared by the
Marin Climate & Energy Partnership



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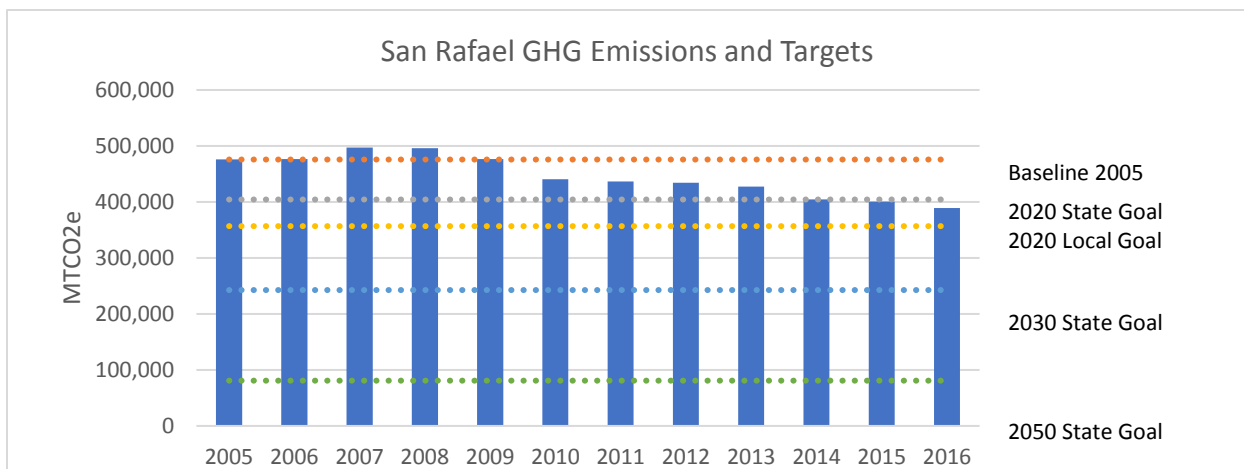
EXECUTIVE SUMMARY

THE TAKEAWAY:

COMMUNITY EMISSIONS DOWN 18%
AND GOVERNMENT OPERATIONS
EMISSIONS DOWN 16% SINCE 2005

San Rafael publishes annual community greenhouse gas (GHG) emissions estimates through the Marin Climate & Energy Partnership (MCEP). Annual inventories help the City to more closely monitor its progress in meeting its local goal to reduce community emissions 25% below baseline (2005) emissions by 2020 and to meet the statewide goal to reduce emissions 40% below baseline emissions by 2030. In addition to the community inventories, MCEP periodically prepares inventories for government operations emissions.

This report reviews emissions generated from the community from 2005 through 2016, the most recent year data is available. The inventory shows that the San Rafael community has reduced emissions 18% since 2005, meeting the State target for 2020. Emissions dropped from about 473,378 metric tons carbon dioxide equivalents (MTCO_{2e}) in 2005 to 388,950 MTCO_{2e} in 2016. The community emissions trend and targets are shown below. San Rafael needs to reduce emissions another 147,530 MTCO_{2e} to meet the State target for 2030 and another 308,450 MTCO_{2e} to meet the State target for 2050, which is 80% below 1990 levels.



This report also reviews emissions from government operations, a subset of community emissions. Emissions from government operations decreased 16% between 2005 and 2016, or about 700 metric tons CO_{2e}. While government emissions are less than 1% of overall community emissions, the local government plays a large role in setting an example for the rest of the community. Emissions from government operations are detailed beginning on page 10.

Recognizing the need for a collaborative approach to greenhouse gas reductions, City and county leaders launched the Marin Climate and Energy Partnership (MCEP) in 2007. The City of San Rafael is a member of MCEP and works with representatives from the County of Marin and the other Marin cities and towns to address and streamline the implementation of a variety of greenhouse gas reduction measures. Funding for this inventory was provided by the Marin County Energy Watch Partnership, which administers public goods charges collected by PG&E. Community inventories are available on the MCEP website at marinclimate.org and are used to update the [Marin Sustainability Tracker](#).

INTRODUCTION

PURPOSE OF INVENTORY

The objective of this greenhouse gas emissions inventory is to identify the sources and quantify the amounts of greenhouse gas emissions generated by the activities of the San Rafael community in 2016 and local government operations in 2015. This inventory provides a comparison to baseline 2005 emissions and identifies the sectors where significant reductions in greenhouse gas emissions have occurred. In some instances, previous year emissions were updated with new data and/or recalculated to ensure the same methodology was employed for all inventory years.

GENERAL METHODOLOGY

This inventory uses national standards for the accounting and reporting of greenhouse gas emissions. The [Local Government Operations Protocol, version 1.1 \(May 2010\)](#) was used for the quantification and reporting of greenhouse gas emissions from local government operations, and the [U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, version 1.1 \(July 2013\)](#) was used for the quantification and reporting of community emissions. Quantification methodologies, emission factors, and activity and source data are detailed in the appendices.

Local government operations emissions are categorized according to the following sectors:

- Buildings and Other Facilities
- Public Lighting
- Water Delivery Facilities
- Vehicle Fleet
- Solid Waste
- Employee Commute

Community emissions are categorized according to seven sectors:

- Residential Energy
- Non-Residential Energy
- Transportation
- Off-Road Vehicles and Equipment
- Waste
- Water
- Wastewater

CALCULATING EMISSIONS

Emissions are quantified by multiplying the measurable activity data – e.g., kilowatt hours of electricity, therms of natural gas, and gallons of diesel or gasoline – by emissions factors specific to the energy source. Most emissions factors are the same from year to year. Emission factors for electricity, however, change from year to year due to

the specific sources that are used to produce electricity. For example, electricity that is produced from coal generates more greenhouse gases than electricity that is generated from natural gas and therefore has a higher emissions factor. Electricity that is produced solely from renewable energy sources such as solar and wind has an emissions factor of zero.

This inventory calculates individual greenhouse gases – e.g., carbon dioxide, methane and nitrous oxide – and converts each greenhouse gas emission to a standard metric, known as “carbon dioxide equivalents” or CO₂e, to provide an apple-to-apples comparison among the various emissions. Table 1 shows the greenhouse gases identified in this inventory and their global warming potential (GWP), a measure of the amount of warming each gas causes when compared to a similar amount of carbon dioxide. Methane, for example, is 28 times as potent as carbon dioxide; therefore, one metric ton of methane is equivalent to 28 metric tons of carbon dioxide. Greenhouse gas emissions are reported in this inventory as metric tons of carbon dioxide equivalents, or MTCO₂e.

TABLE 1: GREENHOUSE GASES

Gas	Chemical Formula	Emission Source	Global Warming Potential
Carbon Dioxide	CO ₂	Combustion of natural gas, gasoline, diesel, and other fuels	1
Methane	CH ₄	Combustion, anaerobic decomposition of organic waste in landfills and wastewater	28
Nitrous Oxide	N ₂ O	Combustion, wastewater treatment	265
Hydroflourocarbons	Various	Leaked refrigerants, fire suppressants	4 to 12,400

Source: IPCC Fifth Assessment Report (2014)

TYPES OF EMISSIONS

Emissions from each of the greenhouse gases can come in a number of forms:

- **Stationary or mobile combustion** resulting from the on-site combustion of fuels (natural gas, diesel, gasoline, etc.) to generate heat or electricity, or to power vehicles and equipment.
- **Purchased electricity** resulting from the generation of power from utilities outside the jurisdictional boundary.
- **Fugitive emissions** resulting from the unintentional release of greenhouse gases into the atmosphere, such as leaked refrigerants and methane from waste decomposition.
- **Process emissions** from physical or chemical processing of a material, such as wastewater treatment.

UNDERSTANDING TOTALS

The totals listed in the tables and discussed in the report are a summation of emissions using available estimation methods. Each inventoried sector may have additional emissions sources associated with them that were unaccounted for due to a lack of data or robust quantification methods. For example, greenhouse gas emissions associated with air travel and the production of goods outside the community’s boundary are not included in the inventory. Additionally, the community inventory does not include refrigerants released into the atmosphere from the use of air conditioning in cars and buildings.

COMMUNITY INVENTORY

COMMUNITY INVENTORY SUMMARY

In 2005, the activities taking place by the San Rafael community resulted in approximately 473,378 metric tons of CO₂e. In 2016, those activities resulted in approximately 388,950 metric tons of CO₂e, a reduction of 18% from 2005 levels. This means that the City has met the State goal to reduce emissions 15% below the 2005 baseline by 2020 and is on track to meet the local goal to reduce emissions 25% by that same year.

The community inventory tracks emissions in seven sectors:

- The **Residential Energy** sector represents emissions generated from the use of electricity, natural gas, and propane in San Rafael homes.
- The **Non-Residential Energy** sector represents emissions generated from the use of electricity and natural gas in commercial, industrial and governmental buildings and facilities.
- The **Transportation** sector includes tailpipe emissions from passenger vehicle trips originating and ending in San Rafael, as well as a share of tailpipe emissions generated by medium and heavy-duty vehicles and buses travelling on Marin County roads. Electricity used to power electric vehicles is embedded in electricity consumption reported in the Residential Energy and Non-Residential Energy sectors.
- The **Waste** sector represents fugitive methane emissions that are generated over time as organic material decomposes in the landfill. Although most methane is captured or flared off at the landfill, approximately 25% escapes into the atmosphere.
- The **Off-Road** sector represents emissions from the combustion of gasoline and diesel fuel from the operation of off-road vehicles and equipment used for construction and landscape maintenance.
- The **Water** sector represents emissions from energy used to pump, treat and convey potable water from the water source to the San Rafael water users.
- The **Wastewater** sector represents stationary, process and fugitive greenhouse gases that are created during the treatment of wastewater generated by the community. Emissions created from energy used to convey and treat wastewater are included in the Non-Residential Energy sector.

Figure 1 shows the relative contribution of emissions from these sectors in 2016. **Table 2** shows how emissions in each sector have changed since 2005. The greatest reductions have occurred in the Transportation sector (-30,220 MTCO₂e), followed by the Residential Energy sector (-24,519 MTCO₂e) and the Non-Residential Energy sector (-24,270 MTCO₂e). The likely reasons for the largest emissions decreases are described in the remainder of this report.

FIGURE 1: EMISSIONS BY SECTOR, 2016

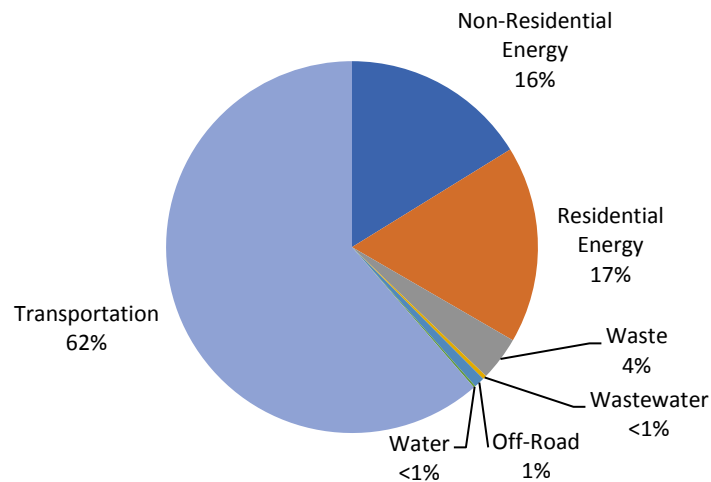


TABLE 2: EMISSIONS SUMMARY BY SECTOR (MTCO₂E), 2005 THROUGH 2016

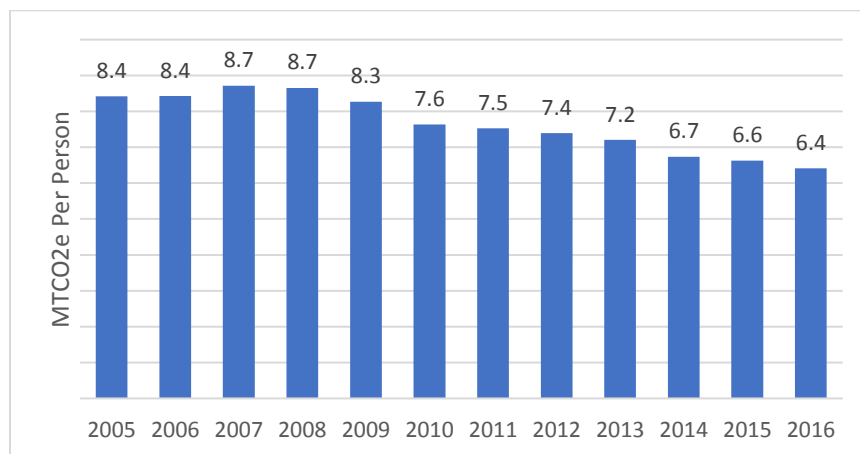
Year	Residential Energy	Non-Residential Energy	Transportation	Waste	Off-Road	Water	Wastewater	Total	% Change from 2005
2005	91,303	87,336	269,163	17,827	4,710	2,181	856	473,378	0%
2006	92,563	84,676	271,915	17,848	4,560	1,946	858	474,367	0%
2007	100,441	99,888	269,712	16,348	4,410	2,386	866	494,051	4%
2008	100,443	100,513	270,622	14,011	4,259	2,271	872	492,991	4%
2009	97,995	90,724	264,703	12,022	4,109	2,144	877	472,574	0%
2010	89,364	79,733	253,328	11,868	3,959	1,258	888	440,397	-7%
2011	88,755	78,271	252,303	11,574	3,934	747	894	436,479	-8%
2012	85,060	78,264	252,731	12,037	3,894	980	909	433,875	-8%
2013	81,245	77,320	250,309	12,266	3,843	1,138	922	427,044	-10%
2014	68,173	69,921	247,955	12,375	3,792	1,039	944	404,198	-15%
2015	68,487	68,785	244,795	12,878	3,694	789	924	400,351	-15%
2016	66,784	63,067	238,943	14,933	3,613	633	978	388,950	-18%
Change from 2005	-24,519	-24,270	-30,220	-2,894	-1,097	-1,548	121	-84,428	
% Change from 2005	-27%	-28%	-11%	-16%	-23%	-71%	14%	-18%	

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 produce directly comparable per capita emissions numbers. Per capita emission rates may be compared among Marin jurisdictions, although some jurisdictions may have higher rates due to the presence of commercial and industrial uses.

Dividing the total community-wide GHG emissions by residents yields a result of 8.4 metric tons CO₂e per capita in 2005. Per capita emissions decreased 24% between 2005 and 2016, falling to 6.4 metric tons per person. Figure 2 shows the trend in per capita emissions over time. It is important to understand that this number is not the same as the carbon footprint of the average individual living in San Rafael, which would include lifecycle emissions, emissions resulting from air travel, etc.

FIGURE 2: EMISSIONS PER CAPITA



MAJOR SOURCES OF EMISSIONS

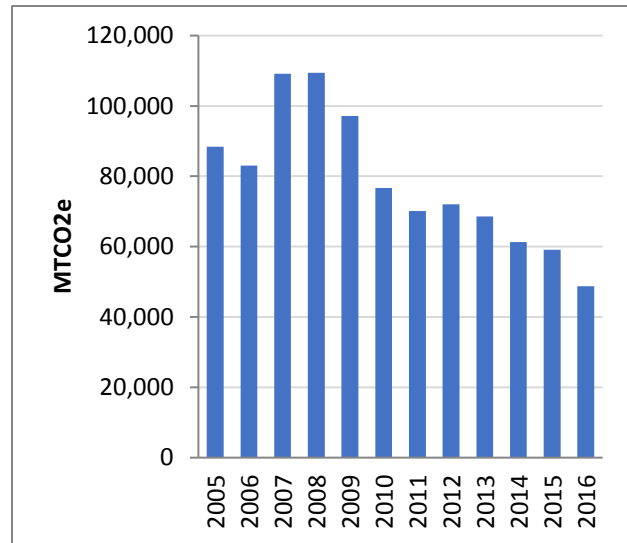
The following sections provide a year-by-year analysis of the changes in GHG emissions from the City's largest sources: electricity, natural gas, transportation, waste, and water use. Whenever possible, each section discusses the change in emissions from previous years and the likely influence of state and local programs or policies and external factors on reducing emissions.

ELECTRICITY USE

Electricity use in homes and businesses in San Rafael decreased about 9% between 2005 and 2016. The Residential Energy sector, which uses 35% of all electricity in San Rafael, reduced electricity use 11% since 2005. Electricity use decreased 8% in the Non-Residential Energy sector over the same period. Electricity reductions have most likely occurred due to improved energy efficiency, conservation, and solar installation. Distributed solar generation from local roofs, carports and ground-mounted systems provided about 4% of the electricity used in Marin County in 2016.

Electricity-related greenhouse gas emissions in the Residential Energy and Non-Residential Energy sectors decreased 45% since 2005, as shown in Figure 3. This is primarily due to the lower carbon intensity of electricity. PG&E has been steadily increasing the amount of renewable energy in its electricity mix, which was 40% less carbon intensive in 2016 than it was in 2005. MCE Clean Energy (MCE), which began providing electricity to San Rafael customers in 2010, has historically provided electricity that is less carbon intensive than PG&E electricity. In 2016, MCE Light Green electricity was 3% less carbon intensive than PG&E. MCE carries about 69% of the electricity load in San Rafael. In 2016, about 1.6% of MCE electricity purchased by San Rafael customers was 100% renewable Deep Green electricity.

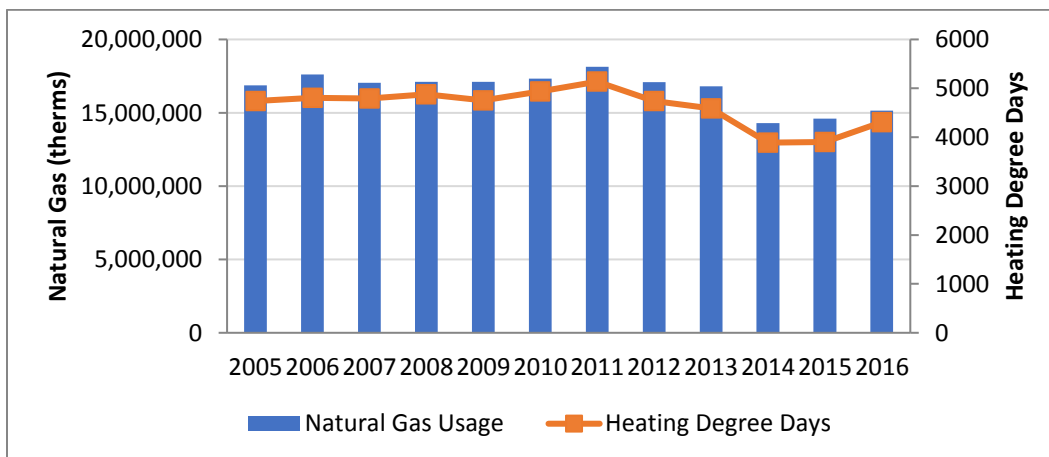
FIGURE 3: ELECTRICITY EMISSIONS



NATURAL GAS USE

Natural gas is used in residential, commercial and industrial buildings to provide space and water heating and power appliances. Use of natural gas is highly variable depending on the weather conditions in a given year. This variability has led natural gas use consumption in San Rafael to fluctuate from year to year, from a high of 18.1 million therms in 2011 to a low of 14.3 million therms in 2014. Emissions from natural gas consumption increased 4% between 2015 and 2016, most likely due to colder temperatures. The chart below compares natural gas usage in San Rafael to regional heating degree days, a measure of how much energy is required to warm the interior of a building relative to the outside temperature. Warmer days result in fewer heating degree days. As shown below, natural gas consumption is highly correlated to heating degree days. Overall, natural gas use has declined 10% since 2005.

FIGURE 4: NATURAL GAS USE



Source (heating degree days): U.S. Department of Commerce, National Climatic Data Center

Reduction in energy use may also be attributed to energy efficiency programs and rebates, local green building ordinances, and State building codes. California’s goal is to require all new residential buildings to be net zero electricity use by 2020 and all new residential and commercial buildings to be zero net energy by 2030.

TRANSPORTATION

Transportation activities accounted for approximately 62% of San Rafael’s emissions in 2016. Although vehicle miles traveled have increased approximately 3% since 2005, transportation emissions have decreased 11% due to more fuel-efficient and alternatively fueled cars. Marin County continues to be a leader in zero emission vehicles (ZEVs) – second only to Santa Clara County – with an estimated 4,000 ZEVs in Marin in 2016, or about 2% of registered vehicles. ZEVs include battery electric cars, plug-in hybrid electric cars, hydrogen fuel cell cars, and zero-emission motorcycles.

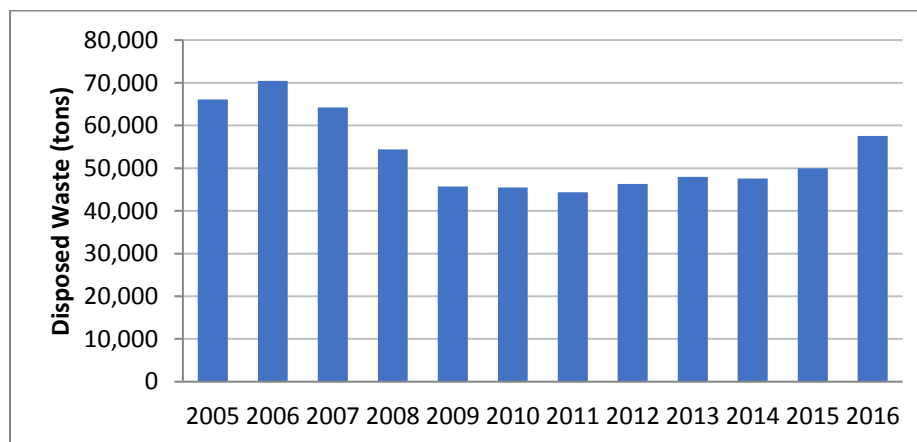
While it is difficult to pinpoint exactly how each land use and transportation policy affects emissions, the City has undertaken many efforts to reduce transportation emissions. The City encourages workforce housing and has made improvements to the transportation network to make it easier for residents to bicycle, walk, and take public transportation. The City has also promoted electric vehicle adoption by installing chargers and providing free electricity at municipal EV charging stations.

WASTE DISPOSAL

Waste generated by the community hit a low in 2011 but has since increased as shown in the chart below (based on countywide disposal data). Landfilled waste increased 15% between 2015 and 2016 but is still 13% below the 2005 baseline.

The decrease in emissions from waste disposal is most likely a result of community and County goals to move toward Zero Waste. Ongoing waste diversion programs include a residential food waste composting program and mandatory food waste recycling subscription for larger commercial producers. The more recent increases are most likely due to the growth in the economy and increase in online sales and packaging.

FIGURE 5: DISPOSED WASTE

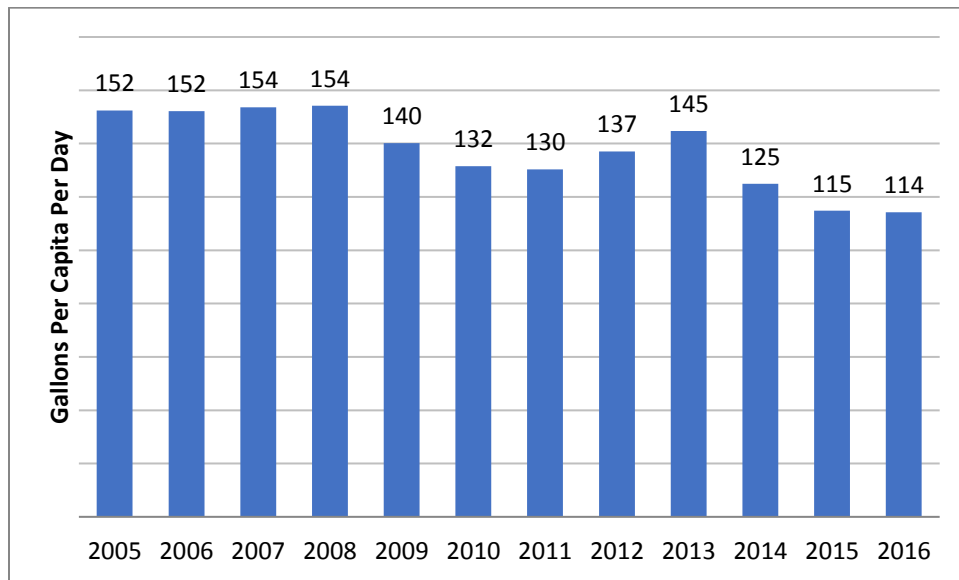


Source: CalRecycle

WATER USE

Per capita water use declined 25% since 2005. Emissions, which are based on an estimate of energy used to pump, treat, and convey water from the water source to the City limits, dropped 74% between 2005 and 2016. The additional reduction is due to the lower carbon intensity of electricity. The Sonoma County Water Agency, which supplies approximately 25% of the Marin Municipal Water District's (MMWD) water, uses renewable and carbon-free sources for its electricity needs. MMWD began purchasing MCE Deep Green electricity in mid-2017, which will result in additional reductions in the 2017 inventory year.

FIGURE 6: PER CAPITA WATER USE



Source: Marin Municipal Water District

MMWD provides rebates and programs to reduce water use. Rebates are available to replace fixtures with high-efficiency toilets and clothes washers, and to purchase pool covers, hot water recirculating systems, organic mulch, laundry-to-landscape system components, and rain barrels. MMWD provides free home and landscape water-use evaluations. The California Department for Water Resources offers a turf replacement rebate of up to \$2,000 for single-family homes.

GOVERNMENT OPERATIONS INVENTORY

GOVERNMENT PROFILE

The City of San Rafael is a general law city and operates under the council-city manager form of government. The local government operates administrative, planning, building, public works, community services, fire and police departments. In 2015, there were 413 total employees. General fund expenditures for fiscal year 2015-2016 were approximately \$68,655,000.

GOVERNMENT OPERATIONS INVENTORY SUMMARY

In 2005, San Rafael's government operations produced approximately 4,442 metric tons CO₂e. In 2016, those activities resulted in approximately 3,742 metric tons CO₂e, a reduction of 701 metric tons, or 16%, and the local government's share of community emissions was just under 1.0%. The following summaries break down these totals by sector and sources.

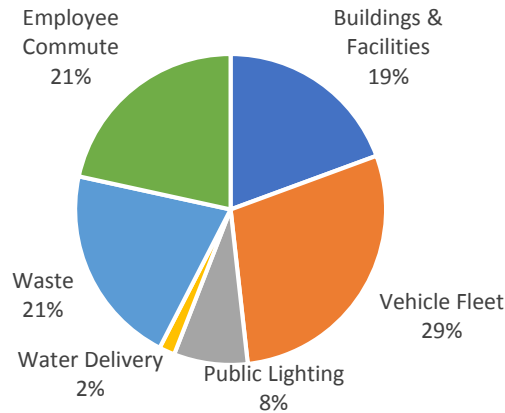
SUMMARY BY SECTOR

As shown in Table 3, emissions from government operations were reduced in all sectors except the vehicle fleet and waste sectors. The greatest reduction occurred in the employee commute sector, where emissions dropped 530 metric tons CO₂e, or 40%. Other significant reductions occurred in the public lighting sector (258 metric tons). Figure 7 shows that the vehicle fleet sector was the largest emitter of greenhouse gas emissions in 2016 (29% of total emissions), followed by the employee commute sector (21%) and the buildings and facilities sector (19%).

TABLE 3: SUMMARY BY SECTOR, 2005 AND 2016

Sector	2005 Metric Tons CO ₂ e	2016 Metric Tons CO ₂ e	Change Metric Tons CO ₂ e	% Change
Buildings & Facilities	799	725	-73	-9%
Vehicle Fleet	933	1,079	147	16%
Public Lighting	545	287	-258	-47%
Water Delivery	118	61	-57	-48%
Waste	711	781	70	10%
Employee Commute	1,337	807	-530	-40%
Total	4,442	3,742	-701	-16%

FIGURE 7: EMISSIONS BY SECTOR, 2016



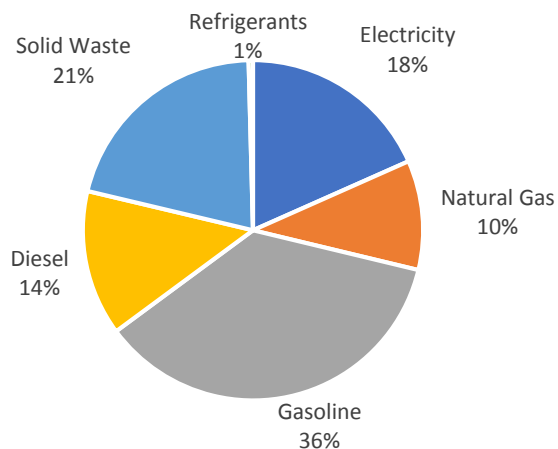
SUMMARY BY SOURCE

Table 4 shows a summary of the City’s greenhouse gas emissions by source. The greatest decreases occurred in emissions from gasoline (634 metric tons), which includes gasoline used in both the municipal fleet and City employees’ commute, and electricity (475 metric tons). Emissions from the combustion of natural gas and diesel increased 31% and 91%, respectively. Despite the decrease in gasoline emissions, gasoline was the largest source of greenhouse gas emissions in San Rafael’s governmental operations in 2016 (see Figure 8), contributing more than one-third of all emissions.

TABLE 4: SUMMARY BY SOURCE, 2005 AND 2016

Source	2005 Metric Tons CO _{2e}	2016 Metric Tons CO _{2e}	Change Metric Tons CO _{2e}	% Change
Electricity	1,161	687	-475	-41%
Natural Gas	298	389	91	31%
Gasoline	1,986	1,352	-634	-32%
Diesel	271	518	247	91%
Solid Waste	711	781	70	10%
Refrigerants	16	16	0	0%
Total	4,442	3,742	-701	-16%

FIGURE 8: EMISSIONS BY SOURCE, 2016



GOVERNMENT OPERATIONS INVENTORY DETAIL BY SECTOR

This section explores government operations and emissions by taking a detailed look at each primary sector.

BUILDINGS AND OTHER FACILITIES

Facilities operations contribute to greenhouse gas emissions in two major ways. First, facilities consume electricity and fuels such as natural gas. This consumption is associated with the majority of greenhouse gas emissions from facilities. In addition, air conditioning and refrigeration equipment in buildings can emit hydrofluorocarbons (HFCs) and other greenhouse gases when these systems leak refrigerants. Refrigerants are very potent greenhouse gases and have Global Warming Potential (GWP) of up to many thousand times that of CO₂. For example, HFC-134a, a very common refrigerant, has a GWP of 1300, or 1300 times that of CO₂. Therefore, even small amounts of leaked refrigerants can have a significant effect on greenhouse gas emissions.

In 2016, San Rafael operated several major facilities, including City Hall, the library and police station, fire stations, public works buildings, childcare facilities, and community centers. As shown in Table 5, emissions from the buildings sector decreased 9% between 2005 and 2016. Electricity consumption increased 15%, and natural gas consumption increased 31%. Total emissions from buildings and facilities decreased, however, because the carbon intensity of electricity was 42% lower in 2016.

TABLE 5: BUILDINGS AND OTHER FACILITIES EMISSIONS, 2005 AND 2016

Source	2005 Energy Consumption	2005 GHG Emissions (MTCO ₂ e)	2016 Energy Consumption	2015 GHG Emissions (MTCO ₂ e)	% Change in Energy Consumption	% Change in GHG Emissions (MTCO ₂ e)
Electricity	2,231,608 kWh	498	2,564,438 kWh	334	15%	-33%
Natural Gas	56,042 therms	298	73,188 therms	389	31%	31%
Refrigerants	--	2	--	2	0%	0%
Total	--	799	--	725	--	-9%

Table 6 shows electricity and natural gas usage by facility.

TABLE 6: ENERGY USAGE AT SAN RAFAEL BUILDINGS AND FACILITIES, 2005 AND 2016

Building/ Facility	Energy Source	2005 Energy Consumption	2016 Energy Consumption	% Change in Energy Consumption
City Hall	Electricity	637,920 kWh	590,255 kWh	-7%
	Natural Gas	5,651 therms	16,908 therms	199%
Community Centers	Electricity	329,020 kWh	476,126 kWh	42%
	Natural Gas	27,758 therms	34,606 therms	25%
Childcare Facilities	Electricity	111,985 kWh	210,681 kWh	88%
	Natural Gas	4,304 therms	3,335 therms	-23%
Public Works	Electricity	324,010 kWh	385,250 kWh	19%
	Natural Gas	5,541 therms	6,158 therms	11%
Fire Department	Electricity	248,214 kWh	255,165 kWh	3%
	Natural Gas	9,431 therms	9,491 therms	1%
Library	Electricity	117,350 kWh	172,871 kWh	47%
Parking Garages & Lots	Electricity	211,118 kWh	350,004 kWh	66%
Other Facilities	Electricity	251,991 kWh	133,086 kWh	-47%
	Natural Gas	3,357 therms	2,690 therms	-20%

PUBLIC LIGHTING

San Rafael operates streetlights, traffic signals, and other outdoor lighting. Emissions associated with the operation of this public lighting are from electricity consumption. Electricity consumption in the public lighting sector decreased 10% between 2005 and 2016 due to conversion of inefficient lighting to LED fixtures and bulbs. Emissions decreased 47%; the additional reduction is due to the lower carbon intensity of MCE electricity in 2016.

TABLE 7: PUBLIC LIGHTING EMISSIONS, 2005 AND 2016

Source	2005 Electricity Consumption	2005 GHG Emissions (MTCO _{2e})	2016 Electricity Consumption	2016 GHG Emissions (MTCO _{2e})	% Change in Electricity Consumption	% Change in GHG Emissions (MTCO _{2e})
Streetlights	2,066,450 kWh	461	1,901,838 kWh	248	-8%	-46%
Traffic Signals	249,861 kWh	56	176,831 kWh	23	-29%	-59%
Outdoor Lighting	126,245 kWh	28	128,751 kWh	17	4%	-41%
Total	2,442,556 kWh	545	2,207,420 kWh	287	-10%	-47%

WATER DELIVERY

This sector includes any facilities used for the management and distribution of water. Typical systems included in this sector are potable water delivery pumps, sprinkler and irrigation controls, and stormwater management. The systems identified for this report and used by the City were water delivery pumps and sprinkler and irrigation systems. The source of San Rafael's water delivery emissions is from electricity consumption. Overall, electricity usage declined 11% and emissions dropped 48%.

TABLE 8: WATER DELIVERY EMISSIONS, 2005 AND 2016

Source	2005 Electricity Consumption	2005 GHG Emissions (MTCO ₂ e)	2016 Electricity Consumption	2016 GHG Emissions (MTCO ₂ e)	% Change in Electricity Consumption	% Change in GHG Emissions (MTCO ₂ e)
Irrigation	7,410 kWh	2	8,157 kWh	1	10%	-36%
Water Pumps	520,185 kWh	116	462,193 kWh	60	-11%	-48%
Total	527,595 kWh	118	470,350 kWh	61	-11%	-48%

VEHICLE FLEET

The vehicles and mobile equipment used in San Rafael’s daily operations include public works trucks and equipment, police cars and motorcycles, fire trucks, and vehicles for use by administration and other department staff. These vehicles and equipment burn gasoline and diesel, which result in greenhouse gas emissions. In addition, vehicles with air conditioning use refrigerants that leak from the vehicle.

Table 9 shows that gasoline consumption decreased 19% since 2005 while diesel consumption increased 35%. The net effect was to decrease total fuel consumption 4% and emissions 3%.

TABLE 9: VEHICLE FLEET EMISSIONS, 2005 AND 2016

Source	2005 Fuel Consumption	2005 GHG Emissions (MTCO ₂ e)	2016 Fuel Consumption	2016 GHG Emissions (MTCO ₂ e)	% Change in Fuel Consumption	% Change in GHG Emissions (MTCO ₂ e)
Gasoline	72,682 gallons	649	69,683 gallons	615	-4%	-5%
Diesel	26,489 gallons	271	44,142 gallons	451	67%	67%
Refrigerants	--	13	--	13	--	0%
Total	99,171 gallons	933	113,825 gallons	903	15%	16%

WASTE

Waste generated by government buildings and operations include organic material such as paper, food scraps, plant debris, textiles, and construction waste. This organic material generates methane as it decays in the anaerobic environment of a landfill. An estimated 75% of this methane is routinely captured via landfill gas collection systems; however, a portion escapes into the atmosphere. Emissions from waste are an estimate of methane generation that will result from the decomposition of organic waste sent to the landfill in the inventoried year, even though those emissions will occur over the 100+ year timeframe that the waste will decompose.

Waste generated by governmental operations increased 8% between 2005 and 2016 and emissions increased 10%. This was most likely due to an increase in dumping in the public right of way, including parks, streets and open space. In addition, higher rates of contamination have resulted in the contents of some recycling bins to be landfilled.

TABLE 10: WASTE EMISSIONS, 2005 AND 2016

Source	2005 Landfilled Waste	2005 GHG Emissions (MTCO ₂ e)	2016 Landfilled Waste	2016 GHG Emissions (MTCO ₂ e)	% Change in Landfilled Waste	% Change in GHG Emissions (MTCO ₂ e)
Street Cans	1,438 tons	402	1,296 tons	368	-10%	-8%
Parks	548 tons	153	520 tons	148	-5%	-3%
Community Facilities	239 tons	67	281 tons	80	18%	20%
Other Facilities	135 tons	38	270 tons	77	99%	103%
Waste Hauled by the City	184 tons	51	378 tons	108	105%	109%
Total	2,544 tons	711	2,746 tons	781	8%	10%

EMPLOYEE COMMUTE

Emissions in the employee commute sector are due to the combustion of fuels used by City employees commuting to and from work in San Rafael. Emissions dropped 38%, primarily due to an improvement in the fuel-efficiency of the vehicles San Rafael employees are driving to work. However, it is difficult to draw definitive conclusions from the data, as emissions are determined from employee commute surveys. Twenty-six percent of City employees responded to the survey in 2015. Estimates for total employee commutes were extrapolated from this data.

TABLE 11: EMPLOYEE COMMUTE EMISSIONS, 2005 AND 2015

	2005	2015	% Change
Number of Employees	425	413	-3%
Vehicle Miles Traveled	2,572,471	2,329,163	-9%
Emissions per Employee	3.1	2.0	-38%
GHG Emissions (MTCO ₂ e)	1,337	807	-40%

APPENDIX A: COMMUNITY INVENTORY

Community GHG Emissions Summary Table

Jurisdiction: City of San Rafael

Population: 60,661 in 2016 (CA Department of Finance)

Number of Households: 23,051 (CA Department of Finance)

Inventory Year: 2016

Date Prepared: October 10, 2018

Reporting Framework: Communitywide Activities

ID	Emissions Type	Source or Activity	Included, Required Activities	Included, Optional Activities	Excluded (IE, NA, NO or NE)	Notes	Emissions (MTCO _{2e})
1.0	Built Environment						
1.1	Use of fuel in residential and commercial stationary combustion equipment	Both	•				81,067
1.2	Industrial stationary sources	Source			NE		
1.3	Power generation in the community	Source			NO		
1.4	Use of electricity in the community	Activity	•			Includes transmission and distribution losses	48,784
1.5	District heating/cooling facilities in the community	Source			NE		
1.6	Use of district heating/cooling facilities in the community	Activity			NE		
1.7	Industrial process emissions in the community	Source			NO		
1.8	Refrigerant leakage in the community	Source			NE		
2.0	Transportation and Other Mobile Sources						
2.1	On-road passenger vehicles operating within the community boundary	Source			IE	Obtained data for preferred activity-based method instead	
2.2	On-road passenger vehicles associated with community land uses	Activity	•				174,006
2.3	On-road freight and service vehicles operating within the community boundary	Source			IE	Obtained data for preferred activity-based method instead	
2.4	On-road freight and service vehicles associated with community land uses	Activity	•				55,442
2.5	On-road transit vehicles associated with community land uses	Activity		•		Unable to obtain source data, therefore obtained activity-based data instead	9,495
2.6	Transit rail vehicles operating with the community boundary	Source			NO		

2.7	Use of transit rail travel by the community	Activity			NE		
2.8	Inter-city passenger rail vehicles operating within the community boundary	Source			NO		
2.9	Freight rail vehicles operating within the community boundary	Source			NO		
2.10	Marine vessels operating within the community boundary	Source			NE		
2.11	Use of ferries by the community	Activity			NE		
2.12	Off-road surface vehicles and other mobile equipment operating within the community boundary	Source		•			3,583
2.13	Use of air travel by the community	Activity			NE		
3.0	Solid Waste						
3.1	Operation of solid waste disposal facilities in the community	Source			NE		
3.2	Generation and disposal of solid waste by the community	Activity	•				14,933
4.0	Water and Wastewater						
4.1	Operation of water delivery facilities in the community	Source			IE	Energy use is included in 1.1 and 1.4.	
4.2	Use of energy associated with use of potable water by the community	Activity	•				633
4.3	Use of energy associated with generation of wastewater by the community	Activity	•			Energy use is included in 1.1 and 1.4.	
4.4	Process emissions from operation of wastewater treatment facilities located in the community	Source			NE	Wastewater treatment facilities are located in the community but only process emissions associated with generation of wastewater by the community are reported in 4.5.	
4.5	Process emissions associated with generation of wastewater by the community	Activity	•				978
4.6	Use of septic systems in the community	Source			NE		
5.0	Agriculture						
5.1	Domesticated animal production	Source			NE		
5.2	Manure decomposition and treatment	Source			NE		
6.0	Upstream Impacts of Communitywide Activities						
6.1	Upstream impacts of fuels used in stationary applications by the community	Activity			NE		
6.2	Upstream and transmission and distribution (T&D) impacts of purchased electricity used by the community	Activity			IE	Transmission and distribution losses included in 1.4.	
6.3	Upstream impacts of fuels used by water and wastewater facilities for water used and wastewater generated within the community boundary	Activity			IE	Included in 4.2 and 4.3.	
6.4	Upstream impacts of select materials (concrete, food, paper, carpets, etc.) used by the whole community.	Activity			NE		

Legend

IE – Included Elsewhere: Emissions for this activity are estimated and presented in another category of the inventory. The category where these emissions are included should be noted in the explanation.

NE – Not Estimated: Emissions occur but have not been estimate or reported (e.g., data unavailable, effort required not justifiable).

NA – Not Applicable: The activity occurs but does not cause emissions; explanation should be provided.

NO – Not Occurring: The source or activity does not occur or exist within the community.

Community Emissions Data Sources and Calculation Methodologies

Sector/ID	Emissions Source	Source and/or Activity Data	Emission Factor and Methodology
1.0 Built Environment			
1.1 Stationary Combustion	Stationary Combustion (CO ₂ , CH ₄ & N ₂ O)	Known fuel use (meter readings by PG&E) and estimated fuel use (American Community Survey 5-Year Estimates, and U.S. Energy Information Administration Household Site Fuel Consumption data).	Default CO ₂ , CH ₄ & N ₂ O emission factors by fuel type (U.S. Community Protocol v. 1.1 Tables B.1 and B.3). U.S. Community Protocol v. 1.1, Appendix C, Method BE.1.1 and BE.1.2.
1.4 Electricity Use	Electricity Use (CO ₂ , CH ₄ & N ₂ O)	Known electricity use (meter readings by PG&E and MCE) and estimated direct access electricity consumption.	Verified utility-specific emission factors (PG&E and MCE) and eGrid subregion default emission factors. U.S. Community Protocol v. 1.1, Appendix C, Method BE.2.1.
	Electric Power Transmission and Distribution Losses (CO ₂ , CH ₄ & N ₂ O)	Estimated electricity grid loss for Western region from eGrid.	U.S. Community Protocol v. 1.1, Appendix C, Method BE.4.1.
2.0 Transportation and Other Mobile Sources			
2.2 On-Road Passenger Vehicle Operation	On-Road Mobile Combustion (CO ₂)	Estimated passenger vehicle miles traveled associated with origin and destination land uses (Metropolitan Transportation Commission, http://capvmt.us-west-2.elasticbeanstalk.com/data).	CO ₂ for on-road passenger vehicles quantified in the EMFAC2017 model. Passenger vehicle emissions calculated according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.1.A.
	On-Road Mobile Combustion (CH ₄ & N ₂ O)	Estimated vehicle miles traveled associated with origin and destination land uses (Metropolitan Transportation Commission, http://capvmt.us-west-2.elasticbeanstalk.com/data).	CH ₄ and N ₂ O for on-road passenger vehicles quantified in the EMFAC2017 model and adjusted for IPCC AR5 100-year values. Passenger vehicle emissions calculated according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.1.A.
2.4 On-Road Freight and Service Truck Freight Operation	On-Road Mobile Combustion (CO ₂)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing Plan Bay Area 2040 and the 2017 Regional Transportation Plan).	CO ₂ for on-road commercial vehicles quantified in the EMFAC2017 model. Emissions allocated utilizing LEHD data according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.2.A.
	On-Road Mobile Combustion (CH ₄ & N ₂ O)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing Plan Bay Area 2040 and the 2017 Regional Transportation Plan).	CH ₄ and N ₂ O for on-road commercial vehicles quantified in the EMFAC2017 model and adjusted for IPCC AR5 100-year values. Emissions allocated utilizing LEHD data according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.2.A.
2.5 On-Road Transit Operation	On-Road Mobile Combustion (CO ₂)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing Plan Bay Area 2040 and the 2017 Regional Transportation Plan).	CO ₂ for on-road commercial vehicles quantified in the EMFAC2017 model. Emissions allocated according to jurisdiction's share of countywide population. Recommended U.S. Community Protocol v. 1.1, Appendix D, Method TR.4.A could not be used due to lack of data.

	On-Road Mobile Combustion (CH ₄ & N ₂ O)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing the 2017 Regional Transportation Plan).	CH ₄ and N ₂ O for on-road passenger vehicles quantified in the EMFAC2017 model and adjusted for IPCC AR5 100-year values. Emissions allocated according to jurisdiction's share of countywide population. Recommended U.S. Community Protocol v. 1.1 Method TR.4.B, Appendix D, could not be used due to lack of data.
2.12 Off-Road Vehicles and Equipment	Off-Road Mobile Combustion (CO ₂)	Estimated fuel use from OFFROAD 2007 for Lawn and Garden and from OFFROAD2017 for Construction equipment. All categories are allocated by share of countywide households.	CO ₂ emissions calculated according U.S. Community Protocol v. 1.1, Appendix D, Method TR.8. Emission factors provided in Table TR.1.6.
	Off-Road Mobile Combustion (CH ₄ & N ₂ O)	Estimated fuel use from OFFROAD 2007 for Lawn and Garden and from OFFROAD2017 for Construction equipment. All categories are allocated by share of countywide households.	CH ₄ and N ₂ O emissions calculated according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.8. Emission factors provided in the Local Government Operations Protocol Table G.11 and G.14.
3.0 Solid Waste			
3.2 Solid Waste Generation and Disposal	Fugitive Emissions from Landfilled Waste (CH ₄)	Estimated landfilled tons based on reporting to CalRecycle by Marin County Solid and Hazardous Waste JPA and allocated to jurisdiction based on share of countywide population. Waste characterization based on the Statewide Waste Characterization Study (2008 and 2014) and Alternative Daily Cover by Jurisdiction of Origin and Material Type as reported to CalRecycle.	Emission factors calculated utilizing U.S. Community Protocol for Accounting and Report of Greenhouse Gas Emissions, Version 1.1, July 2013, Appendix E, Method SW.4.
4.0 Water and Wastewater			
4.2 Water Supply & Conveyance, Treatment and Distribution	Electricity Use (CO ₂)	Water consumption data provided by Marin Municipal Water District (MMWD). Assumed 75% of water from MMWD resources and 25% from Sonoma County Water Agency (SCWA). Electricity consumption data provided by MMWD.	Verified utility-specific emission factors (PG&E, MCE and SCWA). Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.14.
	Electricity Use (CH ₄ & N ₂ O)	Water consumption data provided by Marin Municipal Water District (MMWD). Assumed 75% of water from MMWD resources and 25% from Sonoma County Water Agency (SCWA). Electricity consumption data provided by MMWD.	eGrid subregion default emission factors. Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.14.
4.5 Treatment of Wastewater	Stationary Emissions from Combustion of Digester Gas (CH ₄)	Known amount of digester gas produced per day and known percent of methane in digester gas provided by Central Marin Sanitation Agency. Known amount of digester gas produced	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.1.a.

		per day (2016) and known percent of methane in digester gas (2017) provided by Las Gallinas Valley Sanitary District.	
	Stationary Emissions from Combustion of Digester Gas (N ₂ O)	Known amount of digester gas produced per day and known percent of methane in digester gas provided by Central Marin Sanitation Agency. Known amount of digester gas produced per day (2016) and known percent of methane in digester gas (2017) provided by Las Gallinas Valley Sanitary District.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.2.a.
	Process Emissions from Wastewater Treatment Plant without Nitrification or Denitrification	Estimated population served by wastewater treatment plant provided by Central Marin Sanitation Agency.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.8.
	Process Emissions from Wastewater Treatment Plant with Nitrification or Denitrification	Estimated population served by wastewater treatment plant provided by Las Gallinas Valley Sanitary District (2010 data).	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.7.
	Fugitive Emissions from Effluent Discharge (N ₂ O)	Estimated population served by wastewater treatment plant provided by Central Marin Sanitation Agency. Assumed significant industrial or commercial input.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.12(alt).
	Fugitive Emissions from Effluent Discharge (N ₂ O)	Estimated population served by wastewater treatment plant provided by Las Gallinas Valley Sanitary District. Assumed no significant industrial or commercial input.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.12.

APPENDIX B: GOVERNMENT OPERATIONS INVENTORY

BUILDINGS AND OTHER FACILITIES SECTOR NOTES

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2005

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 1	Stationary Combustion	56,042 therms	297.13	0.00	0.03	0.00	298.07
	Fugitive Emissions	Refrigerants	0.00	0.00	0.00	0.00	2.38
	TOTAL		297.13	0.00	0.03	0.00	300.45
Scope 2	Purchased Electricity	2,231,608 kWh	495.15	0.01	0.03	0.00	498.23
	TOTAL		495.15	0.01	0.03	0.00	498.23

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2016

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 1	Stationary Combustion	73,188 therms	388.04	0.00	0.04	0.00	389.26
	Fugitive Emissions	Refrigerants	0.00	0.00	0.00	0.00	2.38
	TOTAL		388.04	0.00	0.04	0.00	389.26
Scope 2	Purchased Electricity	2,564,438 kWh	331.52	0.00	0.04	0.00	333.83
	TOTAL		331.52	0.00	0.04	0.00	333.83

Energy usage was provided by Pacific Gas & Electric Company (PG&E) based on PG&E service accounts. LGO Protocol recommended methods were followed in collection and analysis of this activity data. For electricity, verified utility-specific (PG&E and MCE) CO₂ emissions factor and eGrid subregion default N₂O and CH₄ emission factors for WECC California were used. For natural gas, default CO₂, CH₄ & N₂O emission factors by fuel type were used (U.S. Community Protocol, v. 1.1, May 2010, Tables B.1 and B.3).

Refrigerant type and capacity for air conditioning units were provided by San Rafael public works staff. 2010 refrigerant data was used as a proxy for 2005 and 2016. LGO Protocol alternate methods were followed in collection and analysis of refrigerant activity data.

PUBLIC LIGHTING SECTOR NOTES

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2005

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 2	Purchased Electricity	2,442,556 kWh	541.95	0.01	0.04	0.00	545.33

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2016

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 2	Purchased Electricity	2,207,420 kWh	285.36	0.00	0.03	0.00	287.35

Energy usage was provided by Pacific Gas & Electric Company (PG&E) based on energy usage of PG&E service accounts. LGO Protocol recommended methods were followed in collection and analysis of this activity data. Verified utility-specific (PG&E and MCE) CO₂ emissions factor and eGrid subregion default N₂O and CH₄ emission factors for WECC California were used to calculate emissions.

WATER DELIVERY SECTOR NOTES

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2005

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 2	Purchased Electricity	527,595 kWh	117.06	0.00	0.01	0.00	117.79

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2016

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 2	Purchased Electricity	470,350 kWh	60.80	0.00	0.01	0.00	61.23

Energy usage was provided by Pacific Gas & Electric Company (PG&E) based on energy usage of PG&E service accounts. LGO Protocol recommended methods were followed in collection and analysis of this activity data. Verified utility-specific (PG&E and MCE) CO₂ emissions factor and eGrid subregion default N₂O and CH₄ emission factors for WECC California were used to calculate emissions.

VEHICLE FLEET SECTOR NOTES

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2005

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 1	Mobile Combustion	72,682 gallons gasoline	638.15	0.04	0.03	0.00	648.84
	Mobile Combustion	26,489 gallons diesel	270.45	0.00	0.00	0.00	270.68
	Fugitive Emissions	Refrigerants	0.00	0.00	0.00	0.01	13.15
	TOTAL		908.60	0.04	0.03	0.01	932.67

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2016

Scope	Emission Type	Energy Consumption	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 1	Mobile Combustion	69,683 gallons gasoline	611.82	0.01	0.02	0.00	615.26
	Mobile Combustion	44,142 gallons diesel	450.69	0.00	0.00	0.00	450.87
	Fugitive Emissions	Refrigerants	0.00	0.00	0.00	0.01	13.15
	TOTAL		1,062.51	0.01	0.02	0.01	1,079.28

On and off-road vehicle fleet and equipment fuel data were provided by City of San Rafael. VMT data for 2010 was used as a proxy for 2016. LGO Protocol methods were followed in collection and analysis of vehicle fuel consumption and vehicle miles traveled (VMT). Default CO₂ emission factors for transport fuel from the Local Government Operations Protocol, v. 1.1, May 2010, Table G.11 were used. Default N₂O and CH₄ emission factors for highway vehicles by model year from the from the Local Government Operations Protocol, v. 1.1, May 2010, Table G.12. 2005 emissions were used and were adjusted to reflect IPCC AR5 values for N₂O and CH₄.

Refrigerant capacities for vehicles were estimated using sources provided by ICLEI. LGO Protocol alternate methods were followed in collection and analysis of refrigerant activity data. 2010 activity data and emissions were used as a proxy for 2005 and 2015 data.

WASTE SECTOR NOTES

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2005

Scope	Emission Type	Weight	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 3	Landfilled Waste	2,543.6 tons	0.00	0.00	25.38	0.00	710.68

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2016

Scope	Emission Type	Weight	Greenhouse Gas Emissions (metric tons)				
			CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 3	Landfilled Waste	2,745.7 tons	0.00	0.00	27.90	0.00	781.06

Solid waste collection data for quantity of containers, container size, pick-ups per week was provided by Marin Sanitary Service. Containers were assumed to be 100% filled at 250 lbs. per cubic yard. 2005 data was revised to reflect a higher weight per cubic yard estimate as recommended by Marin Sanitary Service. All trash bins were assumed to have a 0% diversion rate and all recycling bins were estimated to have an 85% diversion rate as some of the waste erroneously included in recycling containers is not recyclable.

Waste characterization estimated based on the Statewide Waste Characterization Study (2008 and 2014). Emission factors calculated utilizing U.S. Community Protocol for Accounting and Report of Greenhouse Gas Emissions, Version 1.1, July 2013, Appendix E, Method SW.4. 2005 emissions were adjusted to reflect IPCC AR5 values for CH₄.

EMPLOYEE COMMUTE SECTOR NOTES

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2005

Scope	Emission Type	Number of Employees	Vehicle Miles Traveled	Greenhouse Gas Emissions (metric tons)				
				CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 3	Mobile Combustion	220	2,572,471	1,306.95	0.11	0.08	0.00	1,337.23

LGO PROTOCOL – EMISSIONS BY SCOPE AND EMISSION TYPE, 2016

Scope	Emission Type	Number of Employees	Vehicle Miles Traveled	Greenhouse Gas Emissions (metric tons)				
				CO ₂	N ₂ O	CH ₄	HFCs	CO ₂ e
Scope 3	Mobile Combustion	413	2,329,163	357.60	0.02	0.04	0.00	807.42

In 2015, the City distributed commute surveys to its employees regarding travel mode, vehicle type and model year, fuel type, fuel efficiency, and miles traveled to work. Information provided by respondents was used to estimate gallons of fuel consumed and, if necessary, to determine fuel efficiency at www.fueleconomy.gov. Weekly data were converted into annual VMT data assuming 10% reduction for vacation days, sick days and holidays for full-time and part-time employees. 106 employees responded to the survey, a response rate of 26%. Estimates for total employee commutes were extrapolated from this data. Utilized default CO₂ emission factors for transport fuel from the Local Government Operations Protocol, v. 1.1, May 2010, Table G.11. Utilized default N₂O and CH₄ emission factors for highway vehicles by model year from the from the Local Government Operations Protocol, v. 1.1, May 2010, Table G.12. 2005 emissions were adjusted to reflect IPCC AR5 values for N₂O and CH₄.

INFORMATION ITEMS

Information items are emissions sources that are not included in the inventory but are reported here to provide a more complete picture of emissions from San Rafael's government operations. Information items for this inventory include one parks department vehicle, refrigerators, freezers, and air conditioning units using R-12 and R-22 refrigerants. These refrigerants are not included in the inventory because they are ozone-depleting substances and are being phased out by 2020 under the terms of the Montreal Protocol. 2010 data was used as a proxy for refrigerant data for years 2015.

INFORMATION ITEMS

Source	Refrigerant	Metric Tons CO ₂ e
Vehicle Fleet	R-12	0.76
Refrigerators	R-12, R-22	0.54
Air Conditioning	R-22	13.86
Total		15.16



2019-2020 Two-Year Sustainability Program Priorities

CCAP 2030 Goal: 40% reductions in greenhouse gas emissions (GHG's)

2018 Accomplishments

GENERAL

- Completed the Climate Change Action Plan 2030 update
- Participated in the Global Climate Action Summit in San Francisco
- Secured new Beacon Awards for Interim Accomplishments in community greenhouse gas reductions and best practices from the Institute for Local Government
- Completed greenhouse gas inventory for 2016 and Greenhouse Gas Reduction Strategy report

TRANSPORTATION

- Worked with TAM and other stakeholders to develop a county-wide electric vehicle readiness plan
- Secured funding for three electric vehicle chargers at City Hall

WASTE

- Completed a multi-jurisdictional review of our recycling revenue fund, and amendment to our rate-setting methodology and Franchise Agreement with Marin Sanitary Service
- Continued to utilize Zero Waste Grant funds for a Climate Corps Fellow to assist with zero waste outreach, including single-use take-out plastics reduction at restaurants, illegal dumping research and outreach, waste reduction activities in City facilities and augmentation of other community outreach activities

COMMUNITY ENGAGEMENT

- Supported Chamber Green Business Committee and green business events, including Marin Sustainable Enterprise Conference
- Supported Resilient Neighborhoods by hosting and promoting several more classes at our community centers
- Continued active engagement with Marin Climate and Energy Partnership as well as community partners and programs such as Bike to Work Day, MCE Clean Energy vehicle rebate programs
- Reinvigorated the Employee Green Team

ADAPTATION PLANNING

- Supported work with the Resilient by Design Challenge team, and assisted with community outreach and education
- Established new working relationships with Marin Community Foundation and County of Marin for adaptation planning and funding opportunities
- Joined the newly formed Bay Area Climate Adaptation Network and utilized regional professionals to assist with General Plan activities



2019-2020 2-Year Sustainability Program Priorities

CCAP 2030 Goal: 40% reductions in greenhouse gas emissions (GHG's)

2019 & 2020 Priorities

GENERAL

Develop CCAP Engagement Platform

Design and develop web platform, including carbon calculator
Develop engagement plan

TRANSPORTATION

Expand EV Charging Network

Install more EV chargers at City facilities
Promote EV charger incentives & technical assistance to community

Implement EV Policies and Programs

Develop streamlined permitting procedures
Promote EV campaigns, programs & incentives

WASTE

Implement Mandatory Recycling

Develop and implement procedures to enforce State laws
Conduct an analysis of a local mandate to supplement State laws
If appropriate, develop and adopt local regulations and implement

ADAPTATION

Plan for Climate Resilience

Seek and secure funding for adaptation planning projects
Assist with the Adaptation Element of the General Plan

ENERGY EFFICIENCY

Increase Building Energy Efficiency

Support County appliance electrification programs
Develop a set of streamlining, technical assistance, and incentive packages to support energy efficiency in the built environment

RENEWABLE ENERGY

Promote Solar and Renewable Energy

Seek out and support solar projects & pilots community-wide
Promote rooftop solar programs and financing
Promote Deep Green and Solar Choice to residents and businesses

ECONOMY & EQUITY

Convene an economic working group

Convene thought leaders, subject matter experts, and local business leaders to explore opportunities to develop a low-carbon economy



Early Action Item: Online Platform Cost & Benefits Snapshot

Potential GHG Reduction

No direct GHG reduction. However, this is the bedrock platform for our Community Engagement campaign and will underpin all our activities. 99% of our emissions come from the community.

Summary

CE-C2: *Implement a communitywide public outreach and behavior change campaign to engage residents, businesses, and consumers around the impacts of climate change and the ways individuals and organizations can reduce their GHG emissions and create a more sustainable, resilient, and healthier community. Create an overarching theme to articulate a long-term goal, motivate community members, and brand a comprehensive suite of GHG-reduction programs. Prioritize promotion of programs that have the greatest greenhouse gas reduction potential while utilizing the latest social science on behavior change. Emphasize and encourage citizens' involvement in reaching the community's climate goals, including innovative means of tracking milestones and comparing San Rafael's performance with other communities and with state, national and global benchmarks.* The first step in completing this early priority item will be to develop a San Rafael Climate Action website, which would incur minimal costs, and requires no additional staff resources than currently allocated.

Funding

Costs to implement the new web site include securing the domain name, paying for monthly hosting, and occasional design costs should it require specialized design and formatting work. These hosting costs are approximately \$68 per year. Most, if not all, design seems to be able to be done in-house currently so staff is hoping not to have to engage outside designers. However, funding for these activities are included in the proposed 2019-2020 fiscal year budget. The remainder of the actions in the Community Engagement section will focus on analysis and collaborations with community partners for this fiscal year and will not incur additional expenses at this time.

Economy and Social Equity

There should be no additional impacts to the local economy from the new web site. Use of the site will be free. The challenge for social equity is the replication of the site in other languages, which is yet to be determined. An engagement with our local community members is in the works to determine the best way forward. The site will be ADA compliant to ensure that visitors with disabilities can access the full functions of the site. It will also be mobile-friendly for those without computer access.



Co-Benefits

The primary benefit for this activity is to make it easier for citizens to take action and to access our Climate Change Action Plan in a user-friendly manner and experience. There are a variety of co-benefits to all the actions that will be encouraged, but these will ultimately be determined by the visitors and the choices they make.



Early Action Item: Zero Emission Vehicles Cost & Benefits Snapshot

Potential GHG Reduction

30,345 MTCO₂e, or about 31% of the City's total 2030 reductions goal.

Summary

Measure LCT-C1: *Develop a Zero Emission Vehicle Plan that will result in 25% of passenger vehicles in San Rafael to be zero emission vehicles (ZEVs), including plug-in electric vehicles (EVs) and hydrogen fuel cell electric vehicles, by 2030.* This item includes 13 actions the City could do to decrease emissions by helping to increase the number of ZEVs in use by residents and businesses in San Rafael. Some actions will require additional analysis. The first step in completing this early priority item will be to develop the ZEV Plan, which would incur no costs other than staff time, and requires no additional staff resources than currently allocated.

Funding

Direct costs to the City will likely include installation of EV chargers and wayfinding and parking signage. Potential costs include trenching, wiring, electrical upgrades, installation, and parking infrastructure changes. Most, if not all, of these costs can be offset by grants and incentives from PG&E, MCE Clean Energy, the Transportation Authority of Marin, the Bay Area Air Quality Management District, the State, and other agencies or programs. This is how the current charger installations have all been funded. The majority of the ZEV Plan's actions, such as the development of policies and ordinances and participation in outreach and behavior change campaigns, will be carried out by staff and community partners and will not incur additional costs to the City at this time.

Economy and Social Equity

Potential opportunities and impacts to the local economy include additional costs to builders, property owners and developers for installing the wiring and infrastructure necessary to meet new mandates. However, there are a variety of rebates and incentives available to help offset those costs in situations where there is multi-family or workplace parking. In addition, the addition of EV chargers may increase property values, especially as ZEVs gain in popularity and demand. Currently, a ZEV costs approximately 30% more than a similar internal combustion engine model, but the annual cost of ownership is lower because electricity is cheaper than gas, and ZEVs do not require oil changes and other types of maintenance.¹

¹ Loren McDonald, "Analyzing US Sales Trends for 24 Shared ICE/EV Models: Yes, Price & Range Do Matter," Clean Technica, May 27, 2018, <https://cleantechnica.com/2018/05/27/analyzing-us-sales-trends-for-24-shared-ice-ev-models-yes-price-range-matter/>.



Currently there is very little opportunity for apartment dwellers to charge vehicles at home. Having more EV charger availability in apartment complexes, public parking lots, and workplace settings will enable renters to acquire EVs and plug-in hybrids. Local sales and tax revenue could go up or down slightly depending on availability of ZEVs at local dealers and rate of adoption. There will also be indirect market benefits to local contractors who will be providing services and supplies for these efforts. Currently there are a number of State programs and incentives directed at lower-income individuals and renters to purchase ZEVs.

Co-Benefits

The primary benefit for this activity is to make it easier for citizens to get charging for electric vehicles and to remove obstacles to citizens' ability to acquire electric vehicles. Co-benefits include health benefits from less particulate matter and airborne pollutants, including volatile organic compounds, nitrogen oxides, carbon monoxide, and sulfur dioxide. In addition, there are opportunities to aid in simplifying permitting and procedures for other construction permits, increased customer satisfaction at the counter, and less time and expense for vehicle maintenance for consumers since EVs do not require oil and filter changes.



Early Action Item: Mandatory Recycling Cost & Benefits Snapshot

Potential GHG Reduction

9,680 MTCO₂e, or about 10% of the City's total 2030 reductions goal.

Summary

WR-C4: *Adopt an ordinance requiring mandatory subscription to and participation in waste diversion activities, including recycling and organics collection provided by Marin Sanitary Service. Consider including phased implementation of the ordinance, penalties, and practical enforcement mechanisms.* It is anticipated that with the passage of SB 1383 last year the State will require local jurisdictions to pass local recycling and organics diversion mandates. The regulations are still being drafted but currently are calling for local mandates should cities not meet diversion goals by 2022. This item would require an analysis of the challenges and opportunities here in San Rafael, including the potential of partnering with the other agencies in our Marin Sanitary Service Franchisors' Group.

Funding

Typically, funding for an analysis that would affect ratepayers is conducted through the rates and has no direct cost to the City. An analysis such as this could cost between \$50-100,000. The potential rate impact of an analysis could be in the .1 to .3% range for consumers. A staff analysis is another option, which would cost nothing to the City other than staff time, which could take longer and would mainly focus on identifying a model ordinance that exists someplace else that could be adapted for San Rafael. Opportunities exist to collaborate with other local jurisdictions to reduce the cost to San Rafael, such as the Marin Franchisors' Group and other agencies with contracts with Marin Sanitary Service.

Economy and Social Equity

Potential opportunities and impacts to the local economy include increased costs of doing business for commercial customers, the potential of increased or decreased rates for customers depending on how much they can reduce their landfill garbage service, and the potential for new lines of business that could serve businesses with large amounts of composting materials. Potentially, extra costs of doing business could be passed along to customers or even to renters in apartment buildings.

Co-Benefits

There could be co-benefits from working together more closely on recycling and diversion activities county-wide by making it easier for the public to understand and comply, and by providing more opportunities for adequate recycling. Increased recycling and composting saves landfill space and lengthens the amount of time we are able to use our local landfill.



Early Action Item: Adaptation Planning Cost & Benefits Snapshot

Summary

SA-C4: *Prepare for and adapt to a rising sea level.* **SA-C5:** *Prepare for and respond to the expected impacts of climate change.* These items and the ten activities included in them are San Rafael's commitment to prepare for the effects of climate change, some of which are already upon us: rising seas and increased flooding, drought, health impacts from extreme heat and poor air quality, and safety risks from the increased likelihood and prevalence of wildfires and landslides. Some are currently being dealt with in the General Plan 2040 process as the Steering Committee weighs land use policies that take into account rising seas and increased flood risk. Many projects and resources are available to San Rafael including the County's BayWAVE sea level rise vulnerability assessment, San Rafael's Sea Level Rise White Paper, and the Resilient by Design Challenge project focused on East San Rafael among others. The first step for this early priority item is to identify funding to continue the work that's already been done toward developing a full-fledged adaptation plan.

Funding

Costs to develop an adaptation plan that prepares for multiple hazards could be in the hundreds of thousands of dollars, which are currently not budgeted. However, there are a number of funding sources available, mostly grants, that could be leveraged from State agencies such as the State Coastal Conservancy, from private foundations such as the Marin Community Foundation, and from a variety of other sources such as Prop 1 funds, Measure AA, and the Funders' Network among others. For example, last year the Town of Corte Madera² received a \$325,000 Caltrans Climate Adaptation Planning Grant to conduct a comprehensive adaptation planning effort. Staff will work with our community partners to identify funding to accomplish this measure.

Economy and Social Equity

The potential negative impacts to the local economy are significant and daunting. Studies show a potential loss to property of [\\$7 billion](#)³ to San Rafael during a significant flood event with a three-foot rise in sea levels. Those most vulnerable are often those with the least means to respond and recover: those with limited income, resources and local support systems, including residents of the Canal Neighborhood, older adults, and people with disabilities. Efforts to plan for adaptation and resilience must engage those most likely to be affected. Fortunately, State guidance and funding mechanisms are most often now placing priority on or mandating that funding recipients have robust social equity components in their projects. San Rafael has already done a lot in this area and is building our capacity to engage and include low income and communities of color in our planning efforts.

² <https://www.townofcortemadera.org/837/Climate-Adaptation-Plan>

³ <https://baykeeper.org/shoreview/economic-loss.html>

Co-Benefits

Increasingly, insurers are looking at climate change in their policies and portfolios. Cities with adequate climate action and adaptation strategies and implementation will be better able to continue to sell bonds for projects and maintain good credit ratings. As planning and projects go forward there is potential for people in hazard zones that are being addressed to escape higher premiums or discontinuance of coverage. All planning efforts should look at co-benefits that also reduce greenhouse gas emissions or provide other short-term needs while planning for long-term impacts. For example, when looking at energy resilience, there are opportunities to not only provide for electricity during a disaster, but also provide it at lower costs and through renewable means, providing benefit to the community outside of a disaster scenario.



Early Action Item: Building Energy Efficiency Cost & Benefits Snapshot

Potential GHG Reduction

18,280 MTCO₂e, or about 19% of the City's total 2030 reductions goal.

Summary

EE-C4: Green Building Reach Code *Investigate adopting a green building ordinance for new and remodeled commercial and residential projects that requires green building methods and energy efficiency savings above the State building and energy codes. Consider utilizing the County's green building ordinance as a model and including the use of photovoltaic systems and all-electric building systems as options to achieve compliance.* **EE-C5: Streamline Permit Process and Provide Technical Assistance** *Analyze current green building permit and inspection process to eliminate barriers and provide technical assistance to ensure successful implementation of green building requirements. Work county-wide to make it easier for contractors and building counter staff to simplify applications and identify incentives.*

Every three years the State of California updates the Green Building codes and local governments have the opportunity to go beyond by adopting stronger reach codes. These two CCAP 2030 measures go hand-in-hand in trying to build a customer experience that removes barriers to adoption of green building practices while meeting or exceeding new State building code requirements. The County of Marin is leading a county-wide effort to understand the new codes and opportunities so that we can achieve our GHG reduction goals while ensuring a positive experience for builders and property owners.

Funding

Currently there are no costs associated with this effort other than staff time commitment from the Building Division and the Sustainability Program. Staff will leverage the work being done and coordinated by the County and the Bay Area Regional Energy Network (BayREN). Should there be activities identified that would incur costs, funding would be identified from department budgets, grant or other external sources, or would be brought to City Council for approval first.

Economy and Social Equity

There are some concerns that increased costs associated with green building codes could add to the costs of an already expensive real estate market. As a percentage, Green Building reach codes are estimated to add 1-2% to construction costs in California.⁴ However, net operating costs are lowered, and when these costs are reduced, the value of a commercial project increases while occupancy costs decrease.⁵ Therefore, reach codes should ideally seek to reduce ongoing costs of ownership to balance out any increased cost in rents. When it comes to the built environment, programs like MCE Clean Energy's [Low Income Families and Tenants program](#) should be supported to assist with getting renters healthier and more efficient homes while reducing energy bills.

Co-Benefits

There are many potential co-benefits to Green Building reach codes beyond the long-term occupancy savings, including having healthier, more efficient homes, better heating, less indoor air pollution, among others. In addition, there are other GHG reduction benefits outside of building energy due to the codes, including less water use, less emissions from waste disposal, and reduction in transportation related GHGs. Finally, many CalGreen mandates have co-benefits relating to other environmental impacts studied in EIRs, such as reducing water demand, criteria air pollutants and waste disposal.⁶ Work on this program in combination with the other permit and process streamlining objectives in other measures and in-process at the City have the added potential of creating a better public user experience and staff satisfaction as well.

⁴ Steve Pellegrin, "Sustainability Is Vital, but Adds To the Cost of Building In California", National Real Estate Investor, October 26, 2015 <https://www.nreionline.com/multifamily/sustainability-vital-adds-cost-building-california>

⁵ Nora Knox, "Green Building Costs and Savings", U.S. Green Building Council, March 25, 2015 <https://www.usgbc.org/articles/green-building-costs-and-savings>

⁶ Louise Mazingo & Ed Arens, "Quantifying the Comprehensive Greenhouse Gas Co-Benefits Of Green Buildings", Center for Environmental Design, UC Berkeley, October 24, 2014. <https://ced.berkeley.edu/research/faculty-projects/water-waste-transportation-benefits-green-buildings>



Early Action Item: Renewable Energy Cost & Benefits Snapshot

Potential GHG Reduction

31,925 MTCO₂e, or about 32% of the City's total 2030 reductions goal.

Summary

RE-C1: Renewable Energy Generation *Accelerate installation of residential and commercial solar and other renewable energy systems.* **RE-C2: GHG-Free Electricity:** *Encourage residents and businesses to switch to 100 percent renewable electricity (MCE Deep Green, MCE Local Sol, and PG&E Solar Choice) through engagement campaigns and partner agency incentives and work with MCE Clean Energy to assure that it reaches its goal to provide electricity that is 100 percent GHG-free by 2025.* These two measures and the five activities associated with them aim to reduce the carbon intensity of electricity being delivered to homes and businesses here in San Rafael. The initial work to be done is to assess current barriers and benefits to the installation of solar energy systems and develop a roadmap for making it easier and more beneficial, especially in light of rate changes that are making it less lucrative. In addition, staff will need to partner with our utilities and agency partners such as the Marin Climate and Energy Partnership (MCEP) to support their engagement platforms and efforts.

Funding

Currently there are no costs associated with this effort other than staff time commitment from the Sustainability Program. Once a roadmap is developed, potential activities that could incur costs will be identified as well as funding opportunities. Any costs to the City that cannot be covered by outside funding or allocated resources in our fiscal year budget will be brought forward in future budget deliberations.

Economy and Social Equity

Renewable energy generally is a net benefit financially to adopters. For example, most solar projects include return on investment that amplifies over time reducing energy costs for the building owners. There are a variety of funding mechanisms that can allow property owners to own, lease, or procure solar through power purchase agreements with no money down. Solar energy systems on affordable housing can be a great benefit to renters, especially if they participate in payment of electricity. However, there is usually a “split incentive” in that property owners do not see the financial benefits of the solar they install if renters are paying the bills. Thus the incentive is minimal and often requires additional encouragement. Nonprofit housing collaboratives currently tend to have more interest and

incentive as exemplified in the Canal Alliance’s property that was a beneficiary of a Grid Alternatives solar project last year.⁷

Purchasing 100% renewable electricity from the utilities does have a cost premium though, over and above the normal electricity costs. Some, like MCE Clean Energy’s Deep Green product is 1c per kilowatt hour more than their standard Light Green product but is still often lower or on par with PG&E’s standard electricity product. Others, like PG&E’s Sol Shares is a little more expensive than their standard product at approximately 2c more per kilowatt hour.

Co-Benefits

Solar rooftop systems and local solar have the potential to increase local energy resilience during a disaster. They also provide a hedge against increases in electricity rates. Purchasing 100% renewable electricity at a premium in some cases can allow utilities to purchase more renewables and could accelerate the move to 100% renewables as the standard product for utilities. Less fossil-fuel based electricity reduces overall pollution and their associated health impacts, which tends to benefit lower-income communities that are often located closer to energy generation plants.⁸

⁷ News Release “Marin Residents and Local Nonprofits Join Together to Bring Solar Energy to Recent Immigrants”
<https://gridalternatives.org/sites/default/files/Solar%20for%20Canal%20Alliance%20Press%20Release.pdf>

⁸ PSE Healthy Energy “Natural Gas Powerplants in California’s Disadvantaged Communities”, April 2017
https://www.psehealthyenergy.org/wp-content/uploads/2017/04/CA.EJ_Gas_Plants.pdf



Early Action Item: Low Carbon Economy Cost & Benefits Snapshot

Summary

CE-C4: Innovation and Economic Development: *Convene an economic development and innovation working group to explore public-private partnerships and develop ways to decarbonize our local economy while spurring sustainable enterprise and equitable employment.* This measure will allow the City to leverage the talents of local business owners and managers, thought leaders, and regional subject matter experts to understand what the opportunities are for San Rafael to create a low-carbon economy. This will involve convening a working group and engaging leaders from the [Chambers for Innovation and Clean Energy](#), the [Business Council on Climate Change](#), and the Marin Economic Forum, among others.

Funding

Costs associated with this effort include hiring a facilitator and providing adequate supplies and food and beverage for gatherings and presentations, estimated at \$3-5,000. This has been included in the proposed Sustainability Program budget for fiscal year 2019-2020.

Economy and Social Equity

The marriage of economy and social equity is nowhere as evident and necessary as with this CCAP 2030 measure, and a successful low-carbon economy will most likely require good, green jobs and training programs. Enhanced economic activity should benefit as many as possible. Marin is home to many potential partners to assist, including the College of Marin, Dominican University, Marin Economic Forum, Canal Alliance, MCE Clean Energy, Marin Community Foundation, the Workforce Alliance of the North Bay, Multicultural Center of Marin, and others, including partners in Sonoma.

Co-Benefits

There are many potential co-benefits to strengthening and diversifying our local economy and prioritizing innovation and emissions reductions. These include benefits to ecosystem resilience, trade, employment, health, energy security, and business competitiveness. In addition, efforts to build collaborations have other benefits to the City and community including new opportunities for public-private partnerships, enhanced community engagement opportunities for other programs and projects, and infusion of expertise and insights into City processes and services.