



Special Closed & Regular Public Session of May 28, 2019

**Santa Cruz Port Commission
MINUTES**

Commission Members Present:

Dennis Smith	Chairman
Stephen Reed	Vice-chairman
Toby Goddard	Commissioner
Darren Gertler	Commissioner
Neli Cardoso	Commissioner

SPECIAL PUBLIC SESSION – 5:00 PM

Chairman Smith brought the special public session to order at 7:00 PM at the Santa Cruz Harbor Office, 135 Fifth Avenue, Santa Cruz, CA 95062.

1. Oral Communication
2. Announcement of Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54956.8

At 7:01 PM, Chairman Smith announced the Commission will meet in closed session to discuss agenda items 3 and 4.

SPECIAL CLOSED SESSION

3. Conference with Real Property Negotiators
Agency Designated Representative: M. Olin
Negotiating Parties: 616 Atlantic Avenue (Aldo's Restaurant)
Under Negotiation: Lease
4. Conference with Real Property Negotiators
Agency Designated Representative: M. Olin
Negotiating Parties: 333 Lake Avenue (Bayside Marine)
Under Negotiation: Lease

SPECIAL PUBLIC SESSION

5. Action and Vote Disclosure after Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54957.1

Chairman Smith announced that the Commission took no reportable action in closed session on items 3 and 4.

Chairman Smith adjourned the special open session following the closed meeting at 6:40 PM.

REGULAR PUBLIC SESSION – 7:00 PM

Chairman Smith brought the regular public session to order at 7:00 PM at the Santa Cruz Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz, CA 95062.

6. Pledge of Allegiance

7. Oral Communication

Discussion: Chairman Smith stated that the Commission took no reportable action in closed session on agenda items 3 and 4.

Audience member, Tom Whieldon, thanked the Commission for their support of the Monterey Bay Salmon and Trout Project and their recent salmon release event on May 21, 2019.

Dry storage renter, Bill Proveromo, requested that the Commission consider providing electronic key access to dry storage renters. Slip renter, Bill Lee, expressed support for dry storage renters obtaining electronic key access to harbor restrooms.

Commissioner Goddard stated he attended the California Special Districts' Association (CSDA) Legislative Days in Sacramento and met with California Legislators regarding potential assembly bills. Commissioner Goddard recommended the Port District consider obtaining a District Transparency Certificate of Excellence and District of Distinction Accreditation to become eligible for cost savings on its annual workers' compensation expenses.

Commissioner Goddard recommended the CSDA Leadership Academy for Commissioners who are interested in learning more about special district governance.

CONSENT AGENDA

8. Approval of Minutes
a) Regular Public Session of April 23, 2019

9. Approval of O'Neill Sea Odyssey Sublease Agreement (Tenant: Surfrider Foundation)

MOTION: Motion made by Vice-chairman Reed, seconded by Commissioner Goddard to approve the consent agenda.
- *Motion carried unanimously.*

REGULAR AGENDA

10. Review and Acceptance of AB 691 Sea Level Rise Assessment Report

Discussion: Port Director Olin explained that Assembly Bill 691 requires trustees of legislatively granted Public Trust Lands in the State of California to prepare and submit an assessment report to assist in proactively planning for sea level rise impacts. She stated that the Port District retained the services of civil engineering firm, Moffat and Nichol, to assist in the development of the Sea Level Rise Assessment Report, which focuses solely on granted land in the north harbor.

Administrative Services Manager MacLaurie stated that the information included in the report fulfills the requirements set forth by the State.

Vice-Chairman Reed expressed support for utilizing the report as a planning tool and questioned whether it would be beneficial to complete a similar assessment for the south harbor.

Commissioner Goddard recommended revisions to the organization and formatting of the report. He commented that while he understands the report meets State Lands' requirement, he would like to see the report made more utilitarian for the Port District. He noted that sea level rise is relative. He suggested it may be helpful to include references that show what the datum would look like today by tying the changes to something physical on Earth. Commission Goddard suggested that Moffat and Nichol incorporate some of these changes and think about his comments.

There was consensus among the Commission to review the amended report at the next public session in June.

11. Approval of Sixth Lease Amendment – 493 Lake Avenue (Johnny's Harborside)

Discussion: Port Director Olin stated that the proposed lease amendment provides Johnny's Harborside Restaurant with additional space to house a refrigeration unit to accommodate food storage needs. Port Director Olin stated she has been working with Dan Agostinis of Johnny's Harborside and Hans Haveman of H&H on identifying a suitable location. Johnny's Harborside will pay all costs associated with moving H&H's equipment and structures. The estimated cost is \$7,640.

Port Director Olin outlined the location for the storage and reviewed terms and conditions associated with installation.

A brief discussion ensued regarding H&H Fresh Fish's previous utilization of the space and the current condition of ice machine. It was suggested that a review of H&H's leasehold space be performed as a result of this project.

In response to a comment made by Commissioner Goddard, Port Director Olin confirmed that the new refrigeration unit will not encroach upon the T-Dock breezeway.

MOTION: Motion made by Commissioner Goddard, seconded by Vice-chairman Reed, to approve the sixth Amendment to Lease for Johnny's Harborside, 493 Lake Avenue, renting approximately 60 square feet of exterior space for the remaining lease term to accommodate a refrigeration unit. Additionally, staff is directed to evaluate whether any changes to H&H's lease are recommended as a result of this project.
- *Motion carried unanimously.*

12. Award of Contract for 2019-20 Sediment Sampling and Analysis Plan Services (NTE \$60,000)

Port Director Olin stated that each year prior to commencing dredging for the season, the Port District is required to prepare and submit a Sampling and Analysis Plan (SAP) to regulators for review and approval.

Port Director Olin stated that Red Hills Environmental has previously performed this sampling and analysis work and is familiar with the intricacies of the District's regulatory permits.

Port Director Olin recommended award of the contract to Red Hills Environmental, LLC.

MOTION: Motion made by Vice-chairman Reed, seconded by Commissioner Goddard to award contract and authorize Port Director to execute a contract with Red Hills Environmental, LLC, in the amount of \$54,336.25, plus a 10% contingency (\$5,663.75) for Sediment Sampling and Analysis Plan Services (NTE \$60,000)
- *Motion carried unanimously.*

13. Approval of Resolution 19-04 – Special District Risk Management Authority (SDRMA)

Discussion: Port Director Olin requested the Commission provide direction to staff on casting the Port District's vote(s) for candidates for the SDRMA Board of Directors election and approve Resolution 19-04.

A brief discussion ensued regarding the background of the candidates and their qualifications. There was consensus among the Commission to cast votes for candidates Swan, O'Rourke, and Raffelson.

MOTION: Motion made by Commissioner Goddard, seconded by Commissioner Gertler to approve Resolution 19-04, casting votes for SDRMA Board of Directors candidates Swan, O'Rourke, and Raffelson.
- *Motion carried unanimously.*

14. Approval of Cash / Payroll Disbursements – April 2019

Discussion: In response to a question posed by Commissioner Goddard about Warrant # 51532 to Peterson CAT for dozer repairs, Port Director Olin stated that staff is currently evaluating options for repair or replacement of the District's CAT D6 Dozer because other extensive repairs are needed. She stated that options will be presented to the Commission at the next regular session.

MOTION: Motion made by Commissioner Goddard, seconded by Commissioner Gertler to approve cash/payroll disbursements for April 2019, in the amount of \$1,162,236.28
- *Motion carried unanimously.*

INFORMATION

15. Port Director's Report

Dredge Extension

Port Director Olin stated that the Port District obtained a second extension to dredge the entrance channel through June 7, 2019. She reviewed the dredge plan for the remainder of the 2018-19 season.

Stakeholder Meeting

Port Director Olin informed the Commission that a stakeholder meeting for the concession lot Parking Access and Revenue Control System (PARCS) Replacement Project was held on May 16, 2019, to review the project prior to issuing a request for proposals. Port Director Olin stated the one adjustment was made during the meeting to relocate one of the two the pay on foot stations. Port Director Olin concluded that the project is currently out to bid and scheduled to be presented at the next regular session for award of contract.

RV Online Booking System

Port Director Olin stated that staff is currently researching options for an online reservation request system for the RV Park.

Aldo's Seawall Replacement Project

Port Director Olin stated that the construction budget for the Aldo's Seawall Replacement Project includes a Monitoring and Inspection Allowance of \$75,000, of which \$3,000 was used for asbestos testing prior to the demolition of the restaurant building. Port Director Olin reviewed next steps for the project and announced that a groundbreaking ceremony has been scheduled for June 12, 2019.

Sound Study

Port Director Olin stated that Illingworth and Rodkin recently completed a sound study of ambient noise within the harbor. She explained this will provide important data for regulatory permits.

Dauntless Collision Claim

Port Director Olin stated that on May 13, 2019, *Dauntless* struck three vessels causing minor damage. The claims process is underway.

Audit Field Work

Port Director Olin informed the Commission that audit fieldwork has been scheduled for July 2019.

Pappy

Port Director Olin reported that staff and the ad hoc committee are now working with Hogan Land Services on design of a display cradle for *Pappy*. She reported that Steelhead Engineering's involvement in the project has ended.

Decorative Anchor

Port Director Olin stated the Port District acquired a large decorative anchor for \$400.

Change of Command

Port Director Olin stated that she will attend the U.S. Army Corps of Engineers Change of Command Ceremony on June 28, 2019.

16. Harbormaster's Report (*There was no discussion on this agenda item*)

17. Facilities Maintenance & Engineering Manager's (FME) Report

Commissioner Gertler noted that it was nice to see office staff join the maintenance staff for weeding in the north harbor.

18. Financial Reports (*There was no discussion on this agenda item*)

a) Comparative Seasonal Revenue Graphs

19. Review of Delinquent Accounts (*There was no discussion on this agenda item*)

20. Crime/Incident/Citation Report – April 2019 (*There was no discussion on this agenda item*)

21. Written Correspondence (*There was no discussion on this agenda item*)

a) LAFCO Call for Nominations – Special District Alternate Member

b) Letter to County Administrative Officer Carlos Palacios from Port Director Olin

c) Letter to Port Director Olin, from Team O'Neill LTD

d) Letter to Port Commission, from Team O'Neill LTD

e) Letter to Victor Kraft, to the Santa Cruz Port District

Mark Massara, attorney for Team O'Neill LTD, thanked the Commission for its recent approval of the Team O'Neill 99-Pak charter operation. Mr. Massara expressed concern about certain permit conditions, mainly the requirement to operate a vehicle shuttle to remote parking for group charters of 20 passengers or more. Mr. Massara stated there has been confusion and misunderstanding, which is clear from their letters. He stated that it was their understanding that the vehicle shuttle operation only applies to group charters of +49. He stated Port staff had a different interpretation. Mr. Massara stated it's an honest difference that he hopes to clarify.

Mr. Massara stated that the estimate cost to operate a vehicle shuttle is \$200,000/year. He stated the cost includes shuttle operation for multiple vehicles, insurance, and employees.

Mr. Massara stated that in their view, a vehicle shuttle should only be offered to group charters of +49. Mr. Massara stated that offering such service is consistent with the expansion they are proposing with the 99-pak vessel.

Mr. Massara requested that the Commission direct staff to continue negotiating terms of the permit to adjust the requirement for a parking shuttle from 20 passengers to 49 passengers or more.

Chairman Smith advised Team O'Neill to schedule a meeting with the Port Director to discuss the process and timeline for requesting a permit amendment.

Audience member, Tom Whieldon, expressed support for the O'Neill Sea Odyssey and O'Neill Yacht Charter operations.

22. Port Commission Review Calendar / Follow-Up Items (*There was no discussion on this agenda item*)

Chairman Smith adjourned the regular public session at 8:00 PM

Dennis Smith, Chairman

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PORT COMMISSIONERS:
Toby Goddard
Dennis Smith
Stephen Reed
Darren Gertler
Neli Cardoso

TO: Port Commission
FROM: Holland MacLaurie, Administrative Services Manager
DATE: June 18, 2019
SUBJECT: Acceptance of AB 691 Sea Level Rise Assessment Report

Recommendation: Accept the Sea Level Rise Assessment Report .

BACKGROUND

Assembly Bill 691 was signed into legislature on October 3, 2013. The bill requires trustees of legislatively granted Public Trust Lands in the State of California to prepare and submit an assessment report to assist in proactively planning for sea level rise impacts.

In 1968, the State of California granted the Santa Cruz Port District sovereign tidelands and submerged lands within the north Santa Cruz Harbor to hold in trust for the establishment, improvement and conduct of a harbor, marina, and associated facilities. The State's records do not reflect that tidelands and submerged lands within the south Santa Cruz Harbor are granted lands, therefore, the Sea Level Rise Assessment report focuses only on the north harbor.

At its regular public session in May, the Port Commission reviewed the report and suggested edits for inclusion. The report has subsequently been revised and is due to the California State Lands Commission by July 1, 2019.

ANALYSIS

The Port District retained the services of the civil engineering firm, Moffat and Nichol, to assist in the development of the Sea Level Rise Assessment Report. Moffat and Nichol has performed similar Sea Level Rise Assessment reports for other agencies and is proficient in fulfilling the requirements outlined by the State Lands Commission.

IMPACT ON PORT DISTRICT RESOURCES

There is no cost to the Port District associated with accepting the Sea Level Rise Assessment Report.

ATTACHMENTS: A. Draft Sea Level Rise Assessment Report

**AB 691 Sea-Level Rise Assessment
Santa Cruz Port District Tide and Submerged Lands 1968 Grant
Santa Cruz Harbor**

ADA COMPLIANT REPORT - June 2019

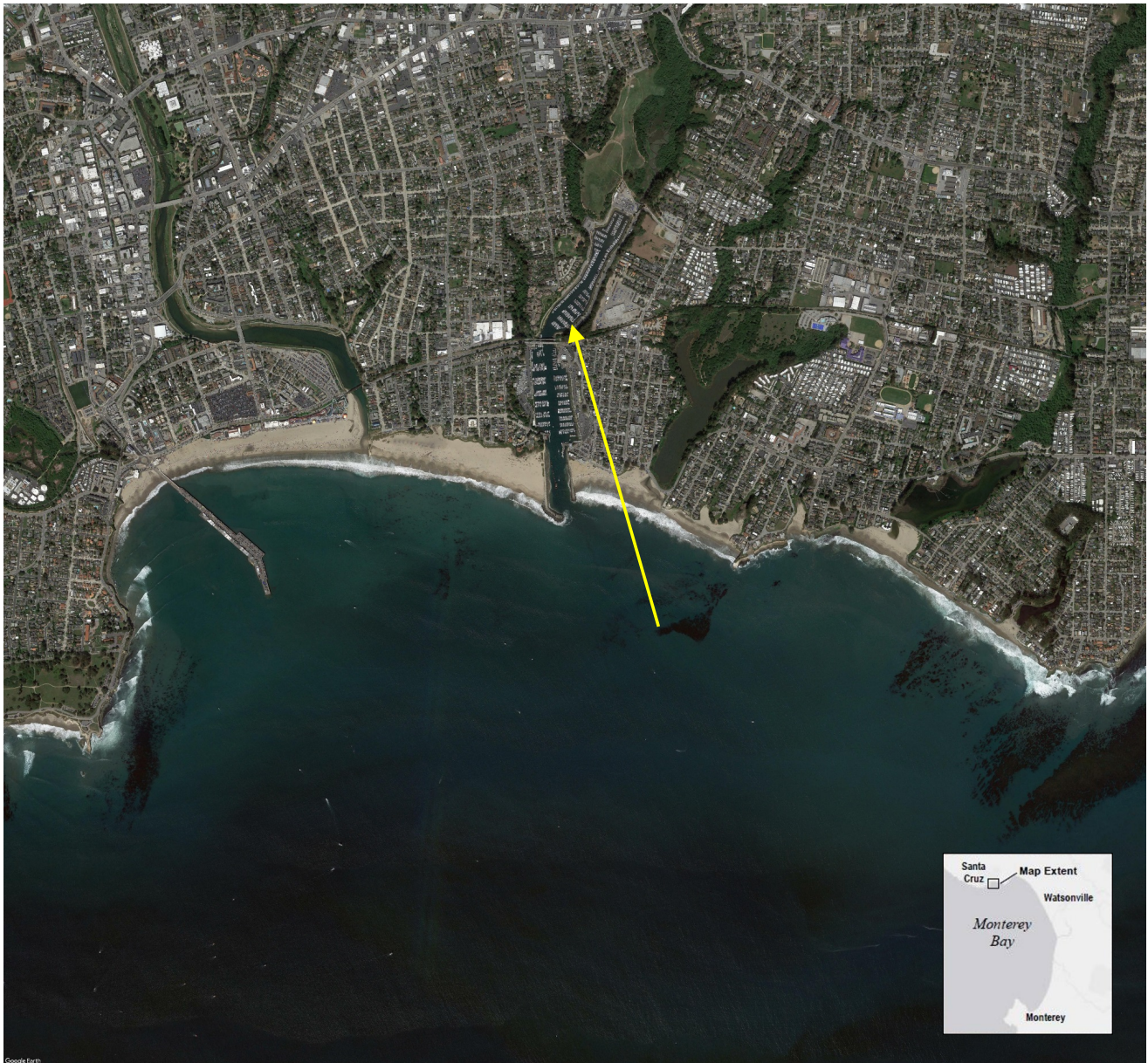


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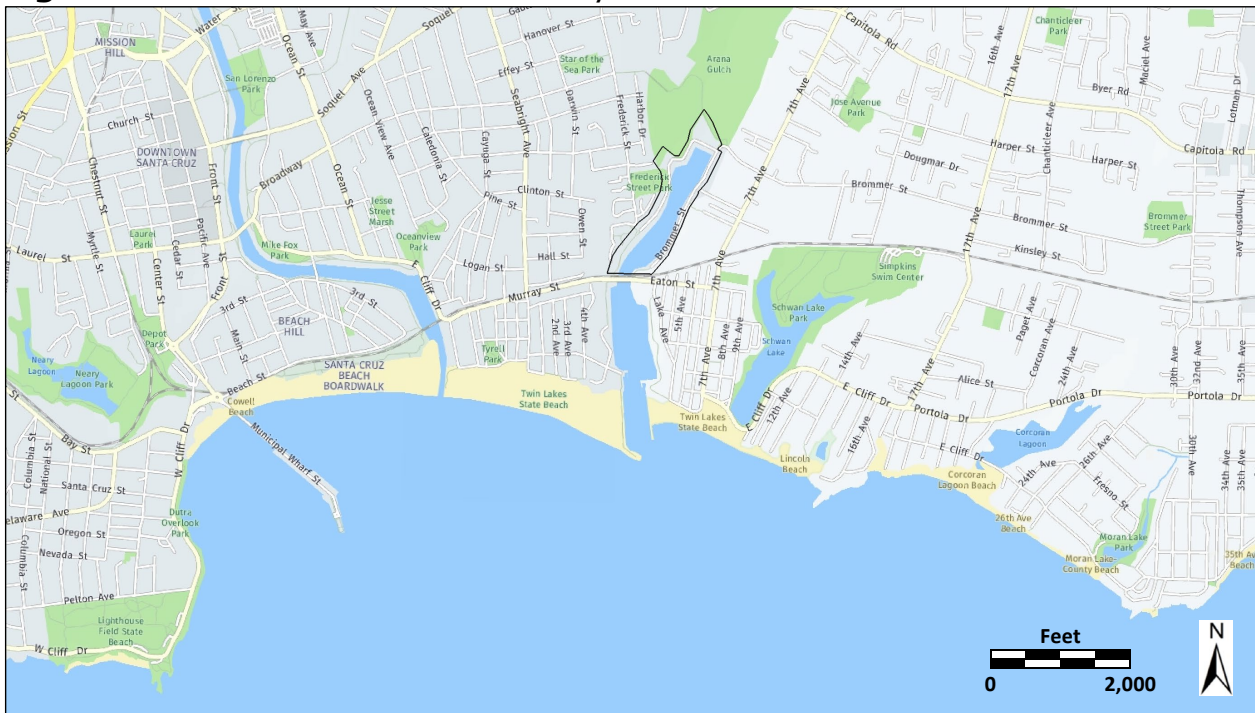
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AB 691 Sea-Level Rise Assessment Santa Cruz Port District Tide and Submerged Lands 1968 Grant Santa Cruz Harbor (Submitted April 2019)

State Grant Tide and Submerged Lands Description

In 1968, the State of California granted the Santa Cruz Port District (SCPD) sovereign tidelands and submerged lands within the north Santa Cruz Harbor¹ to hold in trust for the establishment, improvement, and conduct of a harbor, marina, and associated facilities. The total area of the State Grant Area is approximately 37 acres of which 16 acres are seabed (submerged) areas. Figure 1 depicts the boundaries of this area, which was granted pursuant to Chapter 818, Statutes of 1968, minerals reserved to the State.

Figure 1: State Grant Area Boundary



The Santa Cruz Harbor provides permanent moorage for approximately 1,200 wet-berthed and 275 dry-stored vessels and provides both residents and visitors access to the waters and shoreline of Monterey Bay. The harbor

¹ On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or court decision. At this time, the California State Lands Commission does not have sufficient information to determine whether the south Santa Cruz Harbor intrudes upon state sovereign lands. The south Santa Cruz Harbor area has not been determined to be legislatively granted public tidelands and therefore is not included in this report.

area supports a wide range of landside and waterside businesses, marine surf and rescue operations, and provides a wealth of recreational and commercial boating opportunities. On an annual basis, the harbor hosts numerous events and activities both on land and on the water for the enjoyment of the public. Events and activities include fish derbies, seasonal sailboat races, school excursions and outdoor classroom activities, photo shoots, weddings, beach barbecues and special events, and volleyball tournaments.

Figure 2 provides an overview of the layout of docks and facilities at the north harbor. Access to the north harbor is via Brommer Street. Docks are outlined in white and labeled G, H, I, J, and U, V, W, X. Parking around the harbor is indicated in gray, restroom locations indicated with ®.

Figure 2: North harbor map.



1. Assessment of Impacts of Sea-Level Rise (SLR)

Assessing the impacts of Sea-Level Rise (SLR) for legislatively granted Public Trust lands in the State of California is a management priority for local trustees. In 2003, the California legislature passed Assembly Bill 691, Chapter 592, Statutes of 2013 to address assessment criteria for SLR in the state of California. This assembly bill requires trustees to prepare and submit an assessment of how they propose to address SLR to the California State Lands Commission (CSLC).

The Santa Cruz Port District (SCPD) has conducted the current work to assess potential impacts of sea-level rise (SLR) for the areas granted to the District. The scope of the assessment includes the following elements:

- An impact assessment aimed at identifying resources and facilities potentially vulnerable to SLR, assess storms and extreme events, shoreline retreat, trends in local sea level, and potential impacts to public access, recreation, coastal habitats, and navigability.
- Flood hazard mapping, which includes development of flood hazard maps for SLR scenarios for the years 2030, 2060, and 2100.
- Adaptation measures and mitigation strategies for the prioritized resources and facilities. The vulnerabilities, estimated time frames for implementation of adaptive measures, and recommended plans to monitor impacts of SLR are also considered.
- SLR impact cost analysis based on proposed adaptation and mitigation measures with consideration to replacement and repair costs, non-market values, and anticipated costs for adaptation and mitigation measures.

This study utilizes the most recent SLR guidance for California provided in *OPC (2018)*. *OPC 2018* provides for three sea level rise scenarios, of which the 1-in-200 scenario was selected². Flood hazard mapping was developed using the web based *NOAA Sea Level Rise and Coastal Flooding Impact Viewer* combined with GIS mapping to align with the City of Santa Cruz climate change adaptation planning, *CSC (2017, 2018)*, and the underlying City Climate Change Vulnerability Assessment, *Griggs et al (2011)*. The widely used USGS *Our Coast Our Future (OCOF)* online mapping tool was not utilized as the coverage area of the Coastal Storm Surge Modeling System (CoSMoS) currently does not include Monterey Bay.

² OPC 2018 incorporates probabilistic sea-level rise projections, which associate a likelihood of occurrence (or probability) with sea-level rise heights and rates, and are directly tied to a range of emissions scenarios

Sea-level rise scenarios for years 2030, 2060, and 2100 were adopted to be consistent with past studies and ongoing City of Santa Cruz climate change adaptation planning, *CSC (2018)*.

Executive Summary:

2030 Planning Horizon (or 0.8 feet of SLR, Medium – High Risk Aversion). For the 2030 planning horizon, cumulative risks of coastal climate change affecting the Santa Cruz Port District are projected to be relatively insignificant. In summary:

- The north harbor area is generally not impacted by king tides, but the highest tides will come up near the edge of the west side parking lot (G-Dock area).
- A 100-year storm could raise the water level to the point where a limited portion of the northwest parking lot (H&I Dock area) and the north parking lot (J-Dock area) could be affected by flooding in localized areas along the harbor edge.
- Remaining areas of the north harbor would not be impacted.

2060 Planning Horizon (or 2.6 feet of SLR, Medium – High Risk Aversion). For the 2060 planning horizon, cumulative risks of coastal climate change affecting the Santa Cruz Port District are projected to be moderate. In summary:

- King tides will flood parking spaces along the edge of the northwest (H&I Dock area) and north (J-Dock area) parking lots. The RV Park spaces, east side parking lot (X-Dock area) and roadway along the west side of the harbor will not be impacted by king tides.
- Potential for impacts to infrastructure along edge of harbor basin, including transformer boxes, electrical conduits, outlets, light fixtures, buildings and landscaping.
- Potential for impacts to marine infrastructure, including docks, gangways, and pilings.
- A 100-year storm would cause flooding of a significant portion on the northwest parking lot (H&I Dock area) and the north parking lot (J-Dock area) along the harbor edge.
- The RV Park spaces, east parking areas (U-X Dock area), the District’s maintenance yard, and roadway along the west side of the harbor would not be impacted.

2100 Planning Horizon (or 6.9 feet of SLR, Medium – High Risk Aversion). For the 2100 planning horizon, cumulative risks of coastal climate

change affecting the Santa Cruz Port District are projected to be significant. In summary:

- King tides will flood approximately 50% of the north parking area (J-Dock area) along the harbor edge, including the District's North Harbor Dry Storage yard. The northwest parking lot (H&I Dock area), including the District's maintenance building/office, RV Park spaces, east parking lot and roadway along the west side of the harbor will be submerged on king tides.
- Public access and recreational activities will be impacted in the entire area of the north harbor during king tides. The impacted areas would include all parking areas, all pedestrian paths, access to the docks, and all viewing areas. Fishing charters and other commercial business relying on waterside access will likewise be impacted.
- Impacts to infrastructure along edge of harbor basin, including transformer boxes, electrical conduits, outlets, light fixtures, buildings and landscaping.
- Potential for impacts to marine infrastructure, including docks, gangways, and pilings.
- Access/egress to the north harbor at the northeast end (via Brommer Street Extension) will not be impacted by king tides.
- Flooding associated with a 100-year storm would flood approximately 50% of the north parking area (J-Dock area) along the harbor edge, including the District's North Harbor Dry Storage yard. The northwest parking lot (H&I Dock area), including the District's maintenance building/office, RV Park spaces, east parking lot and roadway along the west side of the harbor would be flooded in entirety.
- Public access and recreational activities would be impacted in the entire area of the north harbor if subject to flooding associated with a 100-year storm. The impacted areas include all parking areas, all pedestrian paths, access to the docks, and the two northwest viewing areas. Fishing charters and other commercial business relying on waterside access would likewise be impacted.
- Access/egress to the north harbor at the northeast end (via Brommer Street Extension) would not be impacted.

a. Inventory of vulnerable natural and built “manmade” resources and facilities

The entirety of the Santa Cruz north harbor area can be considered a manmade facility. The Santa Cruz Port District was enacted in 1950, as there was a need for a homeport and refuge for a growing number of fishing boats

and other small craft. The harbor was situated at Woods Lagoon, a low-lying area along the eastern extent of the City of Santa Cruz. Construction of the north harbor was completed in 1973. Facilities in the north harbor area include marina restrooms and docks, including moorage for the District's dredge, an RV Park area, a marine engine repair facility, a dry storage area, maintenance and dredge yards, garbage collection/compaction area, oil recycling stations, lift stations, pedestrian walkways, and multiple scenic viewpoints with benches overlooking the harbor area, and access to the Arana Gulch watershed's pedestrian and biking trails and greenspace.

Aside from the submerged seabed within the harbor, the closest nearby natural resource is the Arana Gulch watershed at the north end of the harbor area, which is a 63-acre greenbelt land, featuring open meadows, oak woodland, Arana Creek, pedestrian and biking trails. The gulch is not included within the CSLC Grant Boundary. However, SCPD supports this natural resource area by maintaining the culvert connecting Arana Creek and the harbor basin, allowing discharge from the creek to reach the Pacific and enabling tidal exchange with the marshlands within the gulch. SCPD also facilitates access to the Arana Gulch Trail from the north parking lot.

b. Consider impacts of storms and extreme events.

Flooding and extreme storms are predicted to occur more frequently and with greater intensity as a result of climate change and can combine with SLR to exacerbate coastal flooding events. Southwesterly storm systems entering Monterey Bay are known to produce storm surge at Santa Cruz and are commonly responsible for coastal flooding. These storm systems are also accompanied by heavy rains, which increases the landside flood potential. When storm surge occurs simultaneously with high tides, and rising sea levels, flood conditions are exacerbated. The north harbor area is sheltered from wave action, and coastal flooding is therefore associated with elements that produce a rise in the still water level. These include:

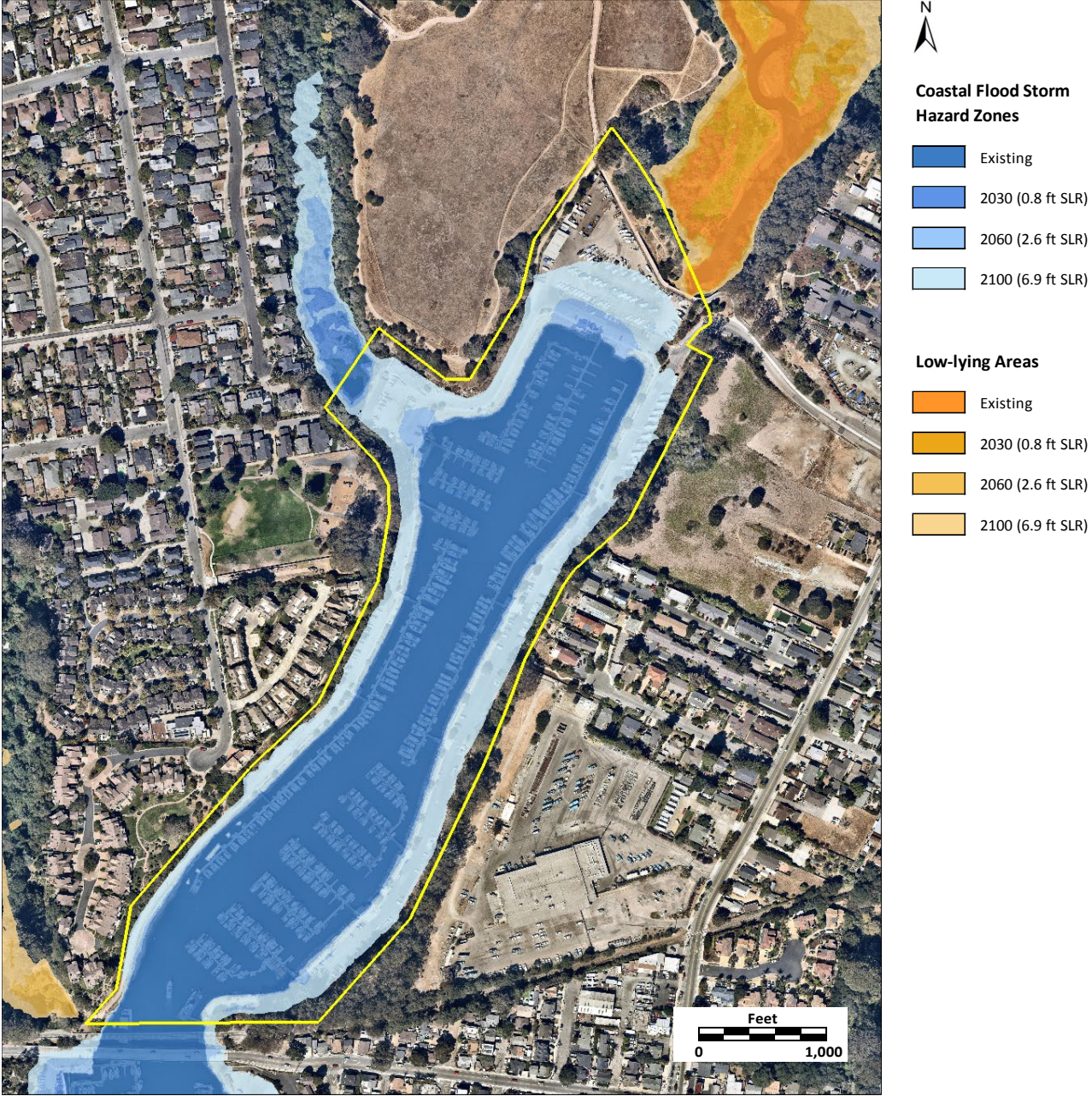
- **Tides**, in particular high tides such as spring tides which occur twice a month during the full moon and the new moon, and king tides (perigean spring tides) which occur annually in January and December when a new or full moon occurs at the same time as the moon is at its closest to the earth.
- **El Niño** (and La Niña), which are cycles of warming and cooling of the ocean, typically lasting 9 to 12 months. They often commence in June or August and reach their peak during December through April, and subsequently, decay over May through July of the following year. Their periodicity is irregular, occurring every 3 to 5 years on average. The warming associated with El Niño produces a rise of the ocean level, which can be on the order of 6 to 13 inches. The period of elevated (or lowered)

ocean levels can be on the order of months, while the peak highs and lows occur on a scale of days to weeks.

- **Storm Surge**, associated with storm systems occurring annually over the winter months.
- **Global Sea-Level Rise**, which constitutes a gradual rise of the eustatic ocean level over time.

Figure 3 depicts the coastal storm flood hazard zones (i.e., 100 year storm) for the 2010 baseline year as well as for the 2030, 2060 and 2100 planning horizons. These are denoted by the areas in dark blue to light blue. Low-lying areas prone to flooding, but not connected to the ocean by a direct overland flow path are indicated in dark orange to light orange. It should be noted that potential flooding associated with outflow from Arana Creek was not analyzed in the current SLR assessment. The yellow outline indicates the general area included in the CSLC Grant Boundary.

Figure 3: Coastal Storm Flood Hazard Zones



For the baseline year of 2010, the north harbor is not particularly vulnerable to the combined hazards of storms and extreme events. The edge of the harbor area is protected and thus not prone to erosion hazards.

Projected impacts over the three future time horizons include the following:

2030 Planning Horizon (or 0.8 feet of SLR, Medium – High Risk Aversion). For the 2030 planning horizon, cumulative risks of coastal climate change affecting the Santa Cruz Port District are projected to be relatively insignificant. In summary:

- The north harbor area is generally not impacted by king tides, but the highest tides will come up near the edge of the west side parking lot (G-Dock area).
- A 100-year storm could raise the water level to the point where a limited portion of the northwest parking lot (H&I Dock area) and the north parking lot (J-Dock area) could be affected by flooding in localized areas along the harbor edge.
- Remaining areas of the north harbor would not be impacted.

2060 Planning Horizon (or 2.6 feet of SLR, Medium – High Risk Aversion). For the 2060 planning horizon, cumulative risks of coastal climate change affecting the Santa Cruz Port District are projected to be moderate. In summary:

- King tides will flood parking spaces along the edge of the northwest (H&I Dock area) and north (J-Dock area) parking lots. The RV Park spaces, east side parking lot (X-Dock area) and roadway along the west side of the harbor will not be impacted by king tides.
- Potential for impacts to infrastructure along edge of harbor basin, including transformer boxes, electrical conduits, outlets, light fixtures, buildings and landscaping.
- Potential for impacts to marine infrastructure, including docks, gangways, and pilings.
- A 100-year storm would cause flooding of a significant portion on the northwest parking lot (H&I Dock area) and the north parking lot (J-Dock area) along the harbor edge.
- The RV Park spaces, east parking areas (U-X Dock area), The District’s maintenance yard, and roadway along the west side of the harbor would not be impacted.

2100 Planning Horizon (or 6.9 feet of SLR, Medium – High Risk Aversion). For the 2100 planning horizon, cumulative risks of coastal climate change affecting the Santa Cruz Port District are projected to be more significant. In summary:

- King tides will flood approximately 50% of the north parking area (J-Dock area) along the harbor edge, including the District’s North Harbor Dry Storage yard. The northwest parking lot (H&I Dock area), including the District’s maintenance building/office, RV Park spaces, east parking lot and roadway along the west side of the harbor will be submerged on king tides.
- Public access and recreational activities will be impacted in the entire area of the north harbor during king tides. The impacted areas would include all

parking areas, all pedestrian paths, access to the docks, and all viewing areas. Fishing charters and other commercial business relying on waterside access will likewise be impacted.

- Impacts to infrastructure along edge of harbor basin, including transformer boxes, electrical conduits, outlets, light fixtures, buildings, and landscaping.
- Potential for impacts to marine infrastructure, including docks, gangways, and pilings.
- Access/egress to the north harbor at the northeast end (via Brommer Street Extension) will not be impacted by king tides.
- Flooding associated with a 100-year storm would flood approximately 50% of the north parking area (J-Dock area) along the harbor edge, including the District's North Harbor Dry Storage yard. The northwest parking lot (H&I Dock area), including the District's maintenance building/office, RV Park spaces, east parking lot and roadway along the west side of the harbor would be flooded in entirety.
- Public access and recreational activities would be impacted in the entire area of the north harbor if subject to flooding associated with a 100-year storm. The impacted areas include all parking areas, all pedestrian paths, access to the docks, and the two northwest viewing areas. Fishing charters and other commercial business relying on waterside access would likewise be impacted.
- Access/egress to the north harbor at the northeast end (via Brommer Street Extension) would not be impacted.

c. Consider changing shorelines

The shoreline within the harbor area is manmade and protected with riprap. Consequently, there is no significant erosion hazard. The main shoreline changes are therefore associated with rising tides as a result of SLR.

The shoreline along the harbor basin will effectively recede with SLR. The net effect is that the water level will rise and the shoreline edge come closer to the landside areas. Over time, these may therefore be more prone to flood hazards.

Figure 4 depicts rising tide hazard zones. In this context, the shoreline is defined by the Mean High Water (MHW) line per *NOAA (2001)*.

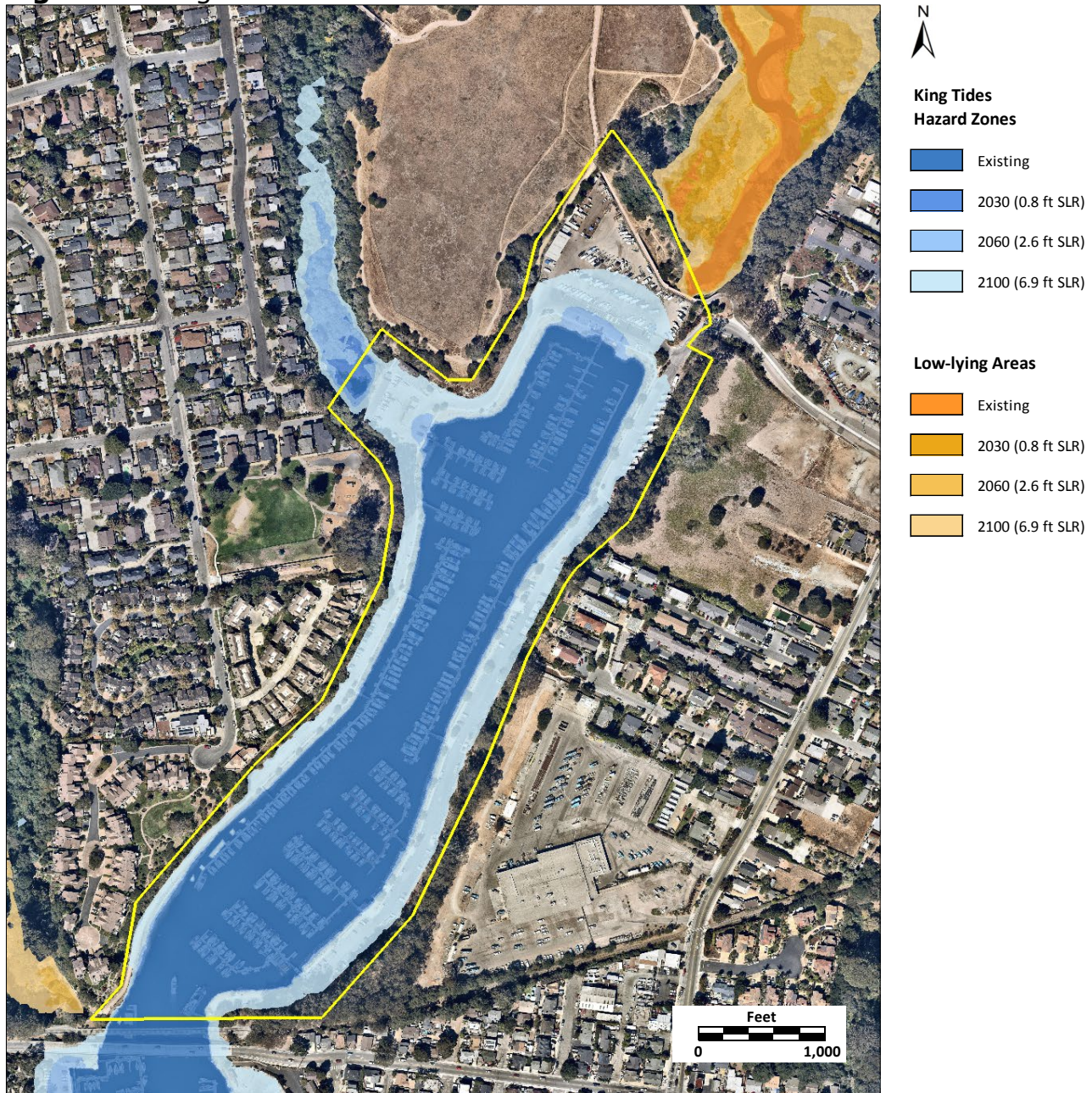
The flood zones indicate that the harbor area would be unaffected by high tides through to 2060, but would experience progressive inundation of the parking and overland areas around the harbor towards the end of the century.

Figure 5 shows areas impacted by king tides. These tides typically occur a few times in January to December and July to August.

Figure 4: Rising Tides Hazard Zones



Figure 5: King Tide Hazard Zones



d. Consider trends in relative local sea level

The California Coastal Commission recommends evaluation of SLR impacts using a scenario-based analysis, *CCC (2015)*. This method builds on the approach by the Intergovernmental Panel on Climate Change (IPCC) to understand how SLR and other drivers interact to threaten health, safety, and resources of coastal communities. Specific guidance for California was developed by the National Research Council in 2012, *NRC (2012)*. The guidance relies on the best available science at the time to identify a range of sea-level rise scenarios including high, low, and intermediate projections, taking into account regional factors such as El Niño and extreme storm events

that affect ocean levels, precipitation, and storm surge. This approach allows planners to understand the full range of possible impacts that can be reasonably expected based on the best available science, and build an understanding of the overall risk posed by potential future SLR.

The best available science and most recent guidance is provided in *OPC (2018)* and has been adopted for this study. Table 1 summarizes SLR scenarios adopted from *OPC (2018)* for the selected planning horizons and reflects a medium – high risk aversion to hazards associated with sea-level rise. The figures presented in Table 1 represent sea-level rise as it relates to an increase of the mean sea level (the static water level without tides or wave action).

Table 1: Sea-Level Rise Scenarios Selected for Analysis

Time Horizon	SLR Scenario	Notes
2030	0.8 feet	Includes the potential of a large storm event (e.g. 100-year storm)
2060	2.6 feet	Future scenario, which includes increased storminess (doubling of El Niño storm impacts in a decade)
2100	6.9 feet	Includes the potential of a large storm event (e.g. 100-year storm) Future scenario of increased storminess (doubling of El Niño storm impacts in a decade)

Table 2 summarizes SLR projections for Monterey from the *OPC (2018)* Sea-Level Rise Guidance for the State of California. Figure 6 depicts the estimates from Table 2 in graphical form. The values indicated are in feet. Probabilistic projections for the height of sea-level rise are shown along with the H++ extreme risk aversion scenario (depicted in blue in the far right column of Table 2). The H++ projection is a single scenario and does not have an associated likelihood of occurrence as do the probabilistic projections. Probabilistic projections are with respect to a baseline of the year 2000, or more specifically the average relative sea level over 1991 - 2009. High emissions represents RCP 8.5; low emissions represents RCP 2.6. Recommended projections for use in low, medium-high and extreme risk aversion decisions are outlined in blue boxes below. The RCP’s stand for Representative Concentration Pathways and can be described as follows:

RCP 2.6 is representative of scenarios that lead to very low greenhouse gas concentration levels. It is a “peak-and-decline” scenario; where the radiative forcing level first reaches a value of around 3.1 W/m² by mid-century, and returns to 2.6 W/m² by 2100. In order to reach such radiative forcing levels, greenhouse gas emissions (and indirectly emissions of air pollutants) would

need to be significantly curtailed over time, an effort that would need to be achieved on a global level for national and individuals alike.

As the world has not yet taken significant steps to curb emissions, the outlook for this scenario is at present deemed too optimistic.

RCP 8.5 is characterized by increasing greenhouse gas emissions over time, representative of scenarios that lead to high greenhouse gas concentration levels. The *OPC (2018)* guidance requires that this scenario be adopted at least through to 2050. RCP 8.5 is often referred to as the “business-as-usual” scenario, and is consistent with a future where there are few global efforts to limit or reduce emissions.

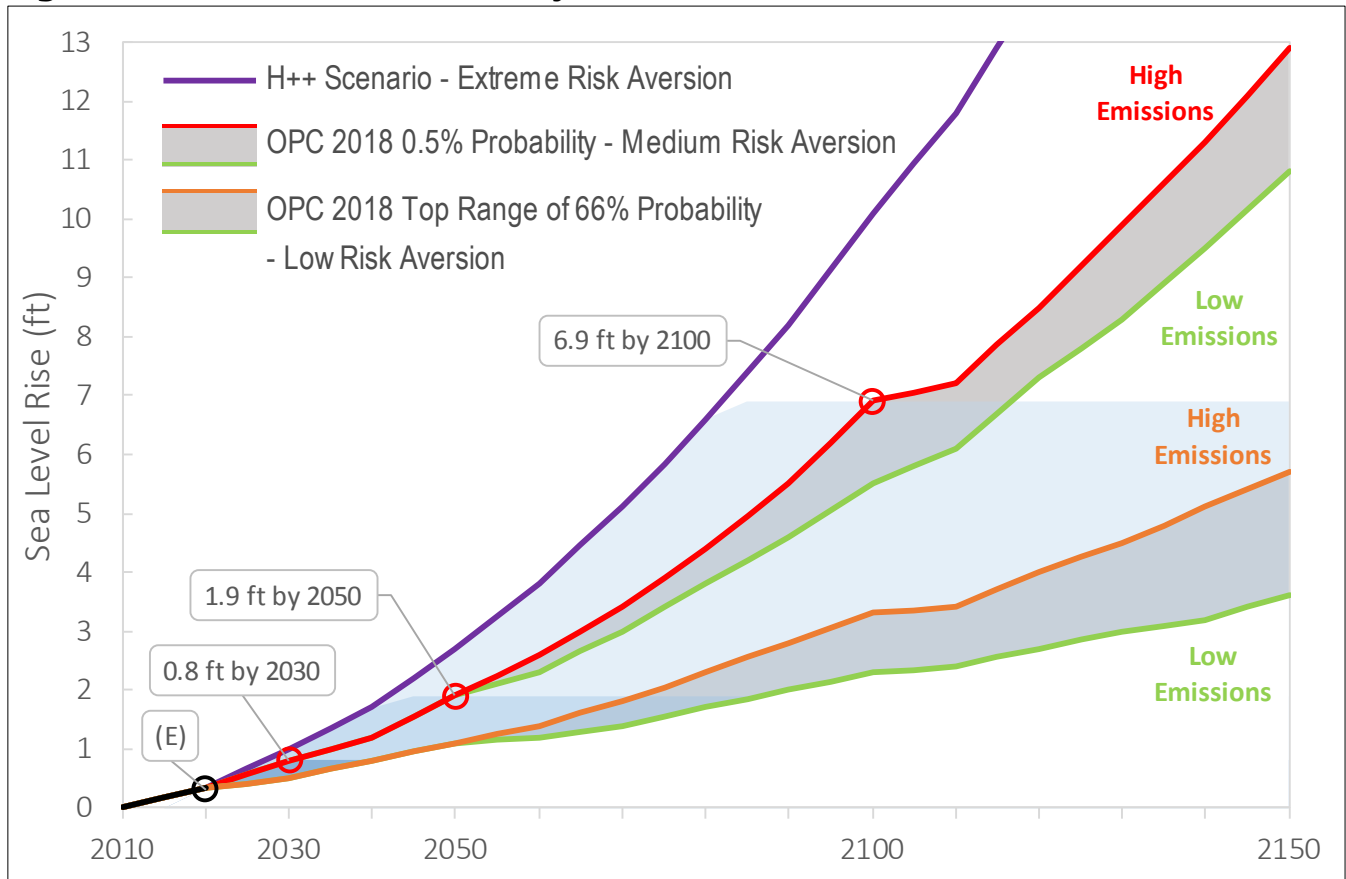
Thus far, our greenhouse gas emissions worldwide have continued to follow the business-as-usual trajectory. The present study therefore adopts the Medium – High Risk Aversion/High Emissions Sea-Level Rise Projection for a planning horizon out to 2030, 2060, and 2100. This scenario has a 1-in-200 chance (or 0.5% probability) of sea-level rise meeting or exceeding the tabled values.

Table 2: *OPC (2018)* Sea-Level Rise (SLR) Projections for Monterey, CA

<i>Probabilistic Projections (in feet) (based on Kopp et al. 2014)</i>	MEDIAN 50% probability sea-level rise meets or exceeds	LIKELY RANGE 66% probability sea-level rise is between (low risk aversion)	1 IN 20 CHANCE 5% probability sea-level rise meets or exceeds (medium-high risk aversion)	1 IN 100 CHANCE 0.5% probability sea-level rise meets or exceeds	H+++ scenario (Sweet et al. 2017) *Single scenario (extreme risk aversion)
High emissions 2030	0.4	0.3 – 0.5	0.6	0.8	1.0
2040	0.6	0.4 – 0.8	0.9	1.2	1.7
2050	0.8	0.5 – 1.1	1.3	1.9	2.7
Low emissions 2060	0.9	0.5 – 1.2	1.5	2.3	3.8
High emission 2060	1.0	0.7 – 1.4	1.8	2.6	3.8
Low emissions 2070	1.0	0.6 – 1.4	1.9	3.0	5.1
High emission 2070	1.3	0.9 – 1.8	2.3	3.4	5.1
Low emissions 2080	1.2	0.7 – 1.7	2.3	3.8	6.6
High emission 2080	1.6	1.1 – 2.3	2.9	4.4	6.6
Low emissions 2090	1.3	0.8 – 2.0	2.7	4.6	8.2
High emission 2090	2.0	1.3 – 2.8	3.5	5.5	8.2
Low emissions 2100	1.5	0.9 – 2.3	3.1	5.5	10.1
High emission 2100	2.3	1.5 – 3.3	4.3	6.9	10.1
Low emissions 2110*	1.6	1.0 – 2.4	3.3	6.1	11.8
High emission 2110*	2.5	1.7 – 3.4	4.4	7.2	11.8

<i>Probabilistic Projections (in feet)</i> (based on Kopp et al. 2014)	MEDIAN 50% probability sea-level rise meets or exceeds	LIKELY RANGE 66% probability sea-level rise is between	1 IN 20 CHANCE 5% probability sea-level rise meets or exceeds	1 IN 100 CHANCE 0.5% probability sea-level rise meets or exceeds	H+++ scenario (Sweet et al. 2017) *Single scenario
		(low risk aversion)	(medium-high risk aversion)		(extreme risk aversion)
Low emissions 2120	1.7	1.0 – 2.7	3.8	7.3	14.0
High emission 2120	2.8	2.0 – 4.0	5.2	8.5	
Low emissions 2130	1.9	1.1 – 3.0	4.2	8.3	16.4
High emission 2130	3.1	2.2 – 4.5	5.9	9.9	
Low emissions 2140	2.0	1.1 – 3.2	4.7	9.5	18.9
High emission 2140	3.5	2.4 – 5.1	6.7	11.3	
Low emissions 2150	2.1	1.1 – 3.6	5.3	10.8	21.8
High emission 2150	3.8	2.6 – 5.7	7.6	12.9	

Figure 6: OPC Sea-Level Rise Projections

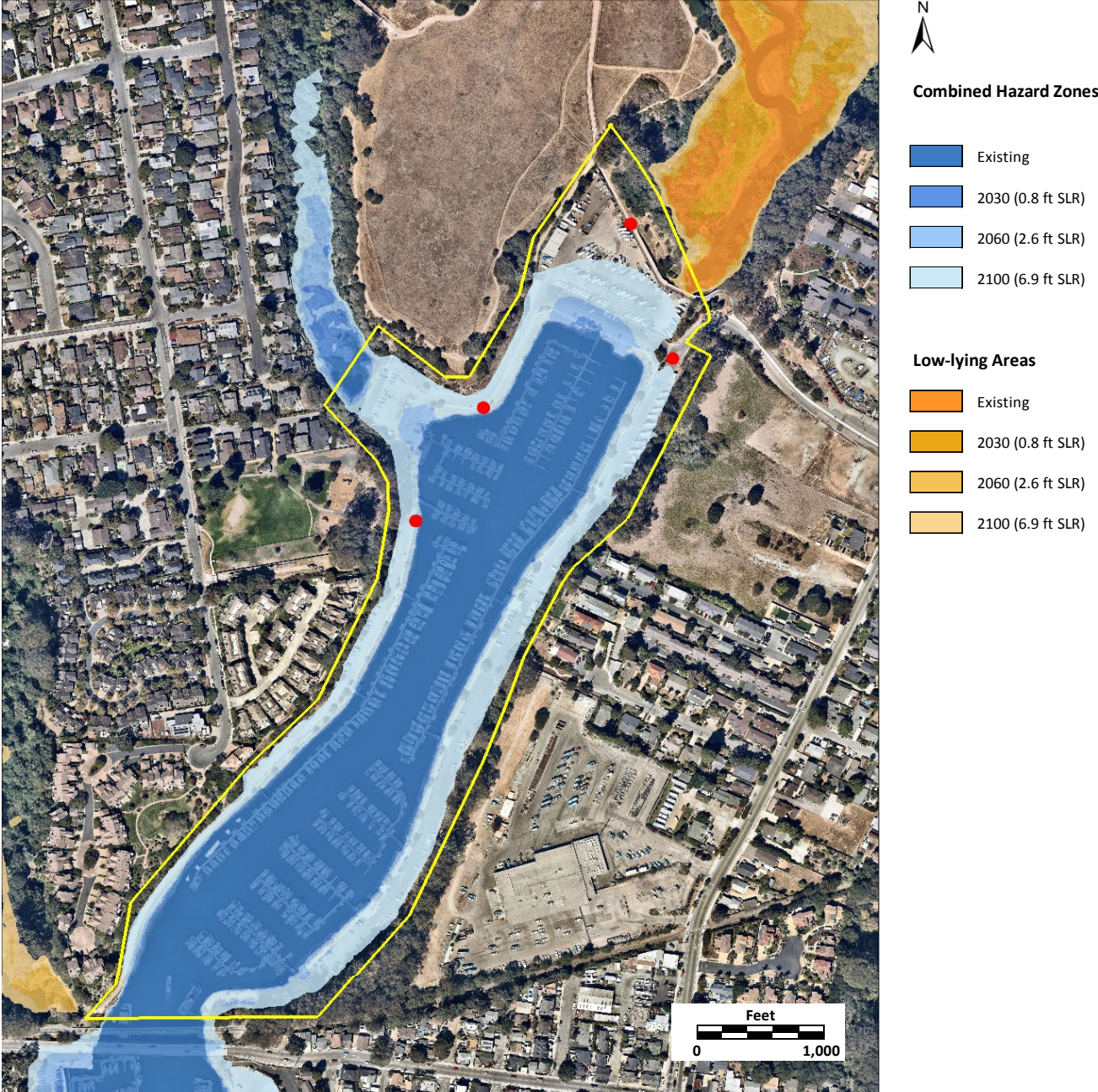


e. Consider impacts to the public trust resources and values, including but not limited to public access, commerce, recreation, coastal habitats and navigability

The main public trust resources to be impacted by SLR in the State Grant Area are public access, commerce and recreational/commercial activities. Navigability will not be impacted as the water depth increases with sea-level rise and the docks float and will follow the water level elevation. However, docks will only remain on position as long as they are moving vertically within the range of the guide piles. Depending on the cap elevation of guide piles relative to the rise in sea level, it is in some cases conceivable that docks can float up over the guide piles. Mitigation for this type of impact can be via extension of the existing guide piles (lower cost but not very practical), or via replacement of existing guide piles with longer piles (more practical in terms of installation but also at a higher cost).

The impacts will be in the form of rising tides submerging portions of the upland areas. This localized flooding will occur in low-lying areas along the harbor edge. The flooding will occur at the peak of the highest tides, and will initially be brief, limited in extent and the depths of flooding limited to a few inches. This form of flooding is termed nuisance flooding and can be tolerated up to a certain point. The flood extents, frequency of flooding and flood depths will progressively worsen with sea-level rise.

Figure 7: Coastal Access Points and Combined SLR Hazard Zones



Port District assets are indicated by red dot on above figure.

f. Prioritize vulnerabilities to be addressed

There are several strategies that can be considered, which are:

- Do nothing, if the flooding is so minor as to only constitute a nuisance.
- Adapt to localized minor flooding. Temporarily fence off areas subject to flooding prior to and during episodes of flooding. The flood prone areas will be known and recurring flooding will always occur in the same low-lying areas.

- Adapt to and plan for more extensive flooding. Advise the public about upcoming episodes of flooding. These will be known to occur during times of peak tides. As flooding becomes more extensive, portions of the harbor upland areas can be closed temporarily. This approach may work well as the roadway and entry point at the northeast corner of the harbor area are on higher ground and will remain unaffected by flooding. Consequently there will always be a means of egress from the harbor area, if need be. However, access to the docks and vessels would be cut off. If and when a flooding event is anticipated, advisories should be issued and temporary fencing put in place far enough in advance of the flood event that boaters won't be out on the water and have to return at the peak of the flood events.
- Mitigate flooding. Prevent flooding of upland areas by installing a low wall along the perimeter of the harbor basin. This may require existing access points to be raised to facilitate access over the wall. Alternatively, openings in the wall can be outfitted with inflatable barriers or flashboards to prevent flooding when the water level rises.

Any impacts associated with episodic flooding are likely to encompass public access, recreation, and commerce simultaneously as the harbor area largely facilitates both recreational and commercial activities.

Physical impacts to SCPD infrastructure are estimated to be limited, but may lead to a higher level of maintenance of upland areas, increasing with the frequency of flood episodes.

There will be a monetary loss when users are unable to access and make use of the facilities at the harbor. However, the initial losses are estimated to be limited as the flooding to a large extent will be in the form of nuisance flooding. Some users may arrive and be turned away by flooding, while more determined users will work around flooded areas and still be able to make use of facilities at the harbor area. Flood events will initially be episodic and limited in terms of duration and flood extents. Some of the high tides may peak in the morning/evening hours or overnight and may therefore not be as impactful.

Table 3 summarizes proposed adaptation strategies for the north harbor area.

Table 3: Adaptation Strategies for the north harbor area

Title	Timeline	Priority
A-1: Increase public awareness, education, and public outreach in areas with social vulnerabilities that coincide with hazard zones	2060-2100	High
A-2: Prepare for potential SLR throughout the harbor	2060-2100	Medium
A-3: Identify priority areas for managed retreat to retain public access for recreational use; plan to adapt to local flooding	2060-2100	Medium
A-4: Adopt policies to evaluate limiting municipal capital improvements that would be at risk	2060-2100	High
A-5: Prioritize SLR mitigation when structures are planned for upgrade or replacement	2040-2100	High
A-6: Protect visitor serving venues and support natural resources	Ongoing	Very High
B-1: Promote and preserve economic base and tourism industry in the face of a changing climate	Ongoing	High
B-2: Disseminate flood hazard information	2060-2100	High
C-1: Protect and preserve tree canopy and other native coastal vegetation	Ongoing	Important

g. Consider impacts and recommendations described in the current version of the Ocean Protection Council’s (OPC) Sea-Level Rise Guidance Document

Recommendations from the *OPC (2018)* Guidance Document suggest that adaptation strategies should prioritize use of natural or green infrastructure solutions. The harbor area is manmade and slopes around the perimeter of the harbor basin are protected with riprap. Salinity levels can range from fresh/brackish to saline. There is therefore limited opportunity for incorporation of natural solutions along the harbor edge. It would be possible to incorporate additional planting in upland areas, but these would have to be considered carefully with respect to existing allocations for parking to prevent impacts to revenue and survive periodic inundation by tides.

The greatest opportunity for natural solutions is preservation of the Arana Gulch area north of the harbor. SCPD would continue to support and maintain access to this area.

According to the Ocean Protection Council’s SLR Guidance Document, adaptation planning and strategies should also prioritize social equity,

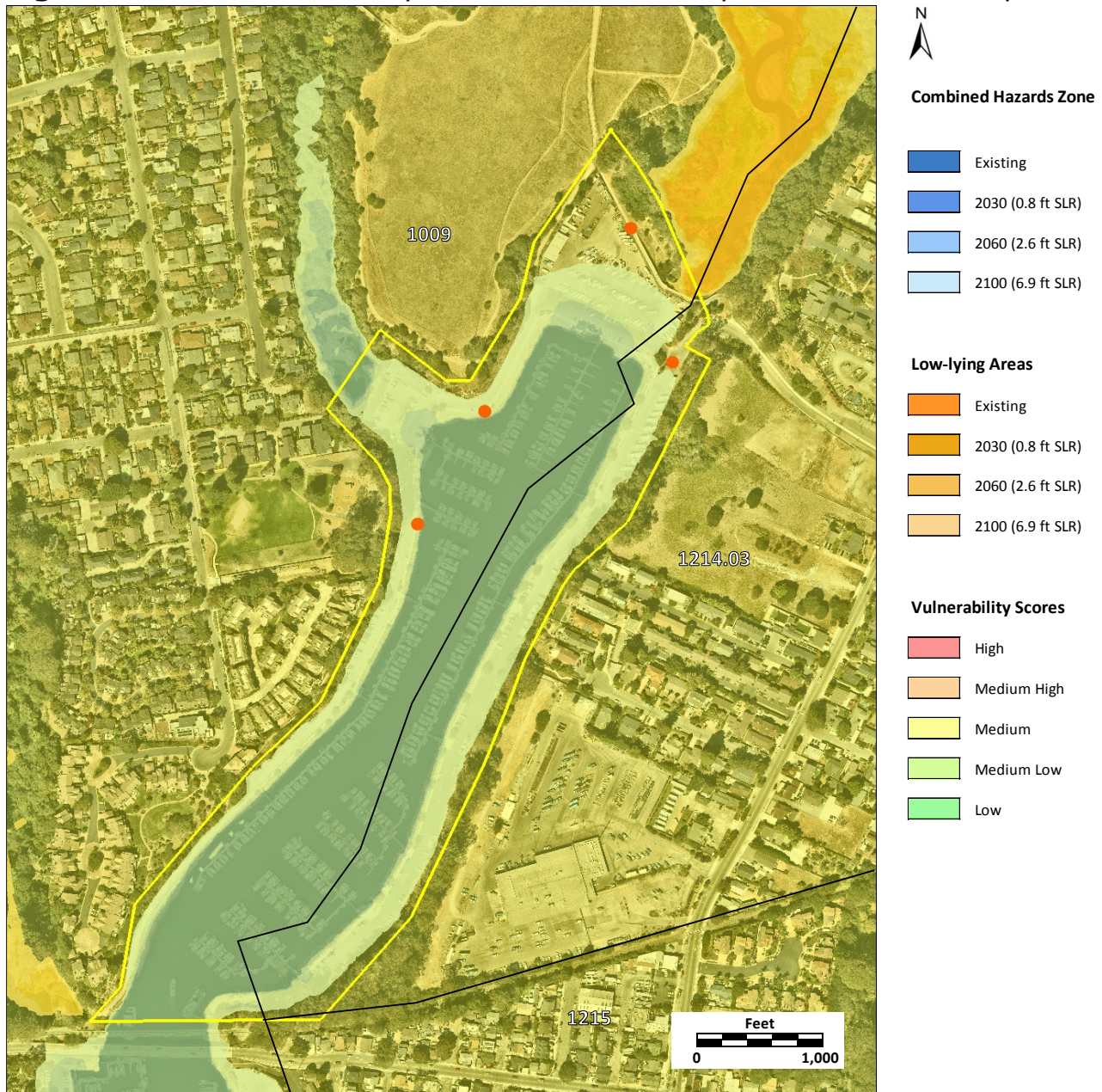
environmental justice and the needs of vulnerable communities. Environmental justice and social equity is considered in the City of Santa Cruz overall planning efforts, *CSC (2018)*. Census block groups are peripheral to the State Grant Area which does not contain any specific census groups.

However, with due consideration to social vulnerability, Figure 8 shows social vulnerability index scoring for census blocks in the vicinity of the harbor from *PI (2012)*. The data indicates that social vulnerability in the areas around the harbor is near medium, slightly above or below neutral relative to other census block groups. The social vulnerability indicators considered in the data are summarized in Table 4.

Table 4: Factors Affecting Social Vulnerability to Climate Hazards

Factors	Census Block Group 1009	Census Block Group 1214.03	Census Block Group 1215
Living Alone over 65	15%	13%	11%
Population under 18	15%	19%	15%
Renters	62%	51%	68%
Households speaking little English	3%	11%	12%
People of Color	16%	33%	33%
Low Income	23%	40%	42%
Population w/o High School Diploma	95%	79%	88%
Living in Group Quarters	0%	11%	3%
Unemployed	5%	5%	4%
Women giving birth last 12 mos.	5%	7%	5%
Outdoor Workers	6%	11%	5%
Foreign Born	10%	18%	17%
Lack Access to Grocery Stores	25%	31%	50%
Overweight/Obese Youth	42%	0%	41%
Impervious Land Cover	53%	42%	49%
Treeless Area	4%	10%	7%
Households without a Vehicle	14%	6%	8%
Pre-term Birth Rate	8%	8%	8%
Households without Air con.	11%	11%	11%
Vulnerability Index Score Range (less vulnerable ↔ more vulnerable)	-0.17	+0.02	-0.02

Figure 8: Social Vulnerability to Climate Hazards by Census Block Group

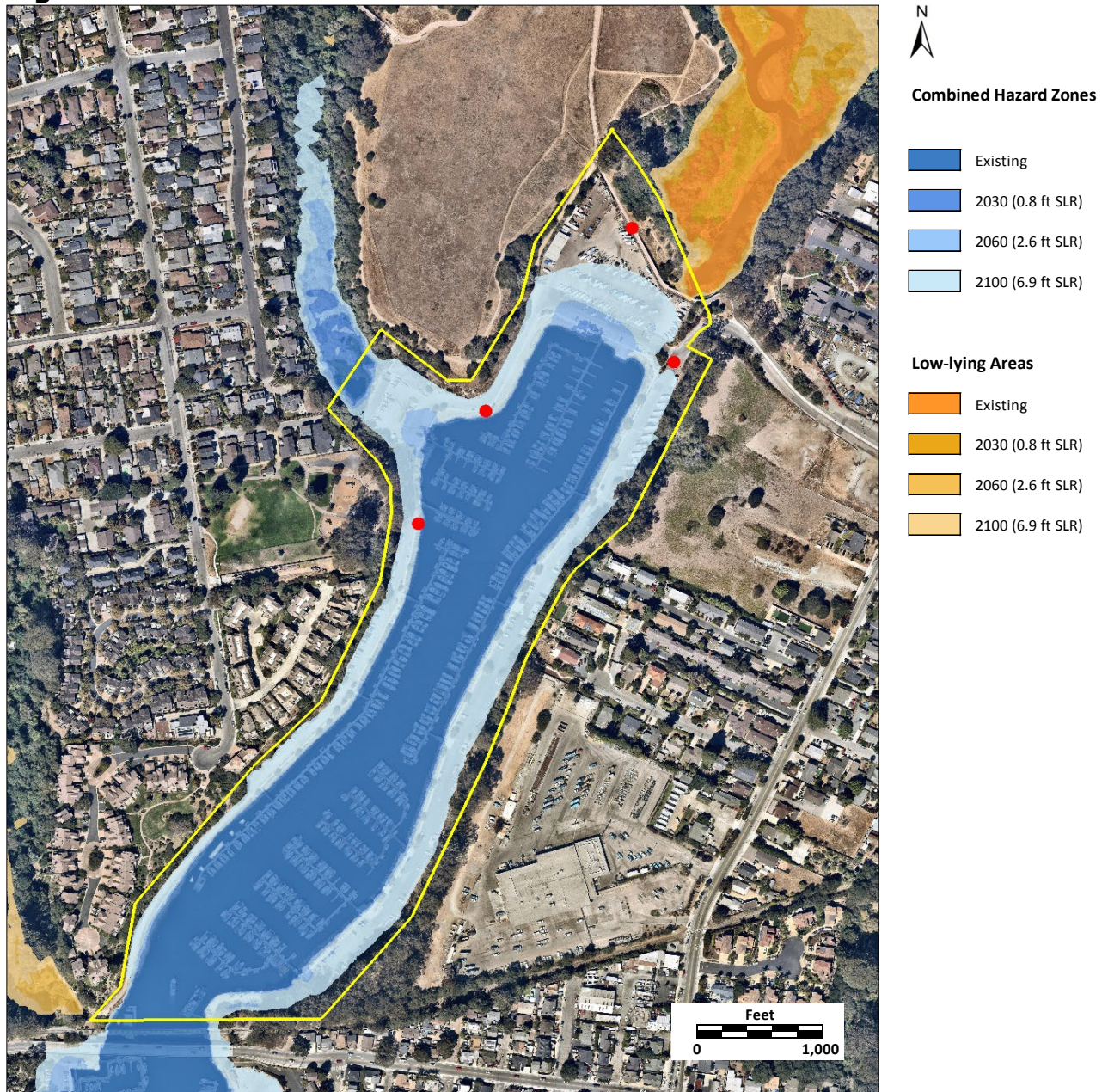


Port District assets are indicated by red dot on above figure.

2. Maps of 2030, 2060 and 2100 Impacts

Figure 9 depicts the combined impacts of climate change SLR hazards (rising tide, 100-year coastal storm flooding and erosion) projected in the years 2010 (baseline year), 2030, 2060 and 2100 in the State Grant Area.

Figure 9: Combined SLR Hazard Zones



Port District assets are indicated by red dot on above figure.

Section 1 contains a detailed description and maps of the separate SLR related climate hazards (e.g., rising tides, and coastal storm flooding) as well as the cumulative risks and impacts of SLR and coastal climate change projected for the 2030, 2060 and 2100 planning horizons. Table 5 describes the specific assets within and adjacent to the State Grant Area that are projected to be vulnerable to the cumulative risks of coastal climate change and SLR.

Table 5: Specific Assets Projected to be Vulnerable to SLR in or adjacent to the State Grant Area

Asset/Area <i>SLR Hazard Impact: Rising Tides, King Tides, Coastal Storm Flooding</i>	Type	Impact Threshold
Visitor Parking West Lot	Parking area	2070
Northwest Parking Lot	Parking area	2050
North Parking Lot	Parking area	2050
RV Parking	Parking area	2080
Visitor Parking East Lot	Parking area	2060
Docks, Gangways, Pilings	Appurtenances	2050
Restroom facilities	Appurtenances	2040
Stormwater outlets	Utilities	2040
Transformer boxes, electrical conduits, electrical outlets, light fixtures.	Electrical Utilities	2040
Landscaping	Vegetation	2060
Viewing platforms and benches	Appurtenances	2070
Garbage Disposal and Recycling Stations	Appurtenances	2080
Used Oil Recycling Stations	Appurtenances	2080
Fish Cleaning Stations	Appurtenances	2080
Transformer Pads	Appurtenances	2090
Sanitary Tank Disposal (lift station)	Appurtenances	2090

The impact thresholds outlined in Table 5 indicates when impacts are projected to commence. These estimates are approximate and assume that future sea-level rise will follow the medium to high risk aversion scenario. The impacts will initially consist of shallow flooding of low-lying areas bordering the harbor basin. The flooding will occur on high tides and will persist for 1-2 hours. Initial flood events that occur in the early morning, late evening, or overnight hours may go largely unnoticed. The ponding associated with the flooding may be on the same order as what can be expected during episodes of heavy rainfall. If flood events occur during the daytime hours, they may initially be seen as an attraction. The novelty of high water within the harbor basin and flooding of shallow areas tends to attract the public but annoy regular users of the harbor. Because the water depth will change rapidly from shallow to deep near the harbor edge this presents a hazardous condition to

the public. Such hazards can be mitigated with temporary fencing put in place around areas of shallow flooding with signage warning users of flooding.

As sea level rises, the extent and duration of flood events will increase progressively. The novelty of flooding occurring on high tides will transition to nuisance flooding. Although parking areas will be partially affected, the flooding may to a large extent be addressed with temporary fencing put in place and signage informing users about the flooding. To users arriving at the harbor facilities, it may mean that they defer to other (non-flooded) areas for parking, or they might leave the area and return at a later time when the floodwaters have receded. Regular users of the harbor area may to a large extent perceive the flooding as a nuisance but otherwise go about their usual activities.

The initial flooding will primarily affect parking areas and may equate to a loss in revenue. Later, flooding may reach an extent where harbor appurtenances are impacted and there could be associated cost impacts for repair and/or relocation. Infrastructure which is critical to the daily operation of the harbor will require monitoring during flood events. This infrastructure includes sanitary sewer lift stations, electrical utilities, and marine related infrastructure, including docks, gangway, and pilings.

Because the flooding mostly will be timed with the occurrence of high tides, it will be relatively simple to predict when flood events will occur and for how long they will persist. Published tide tables provide accurate estimates of when the highest tides will occur. The height of tides is also well known, but may be affected by wind events (storm surge) or El Niño events. The latter will become important around the time of the impact thresholds indicated in Table 5. This because El Niño conditions produce a temporary rise in sea level, which can lead to more extensive and more frequent flooding.

3. Estimate of financial costs of sea-level rise

a. Replacement or repair costs of resources and facilities that could be impacted by sea-level rise and climate change processes

One of the primary impacts associated with sea-level rise will be flooding of north harbor parking areas, which will directly affect dock access during high tides. There is a loss associated with parking space and the inability to access vessels when flooding occurs.

Table 6 summarizes potential sea-level rise related impacts to parking areas for years 2030, 2060 and 2100. No impacts are anticipated for any parking areas by 2030. Initial impacts in the form of shallow flooding in areas of the North Parking Lot and Northwest Parking Lot are estimated to occur around 2050. By 2060, the Northwest Parking Lot and the North Parking Lot will be impacted without adaptation. These two parking areas will be progressively

impacted as the rate of sea-level rise becomes more pronounced towards the latter half of the century. By 2100, the sea level will have risen to the point where all parking areas will be impacted due to flooding on high tides.

Table 6: Potential Sea-Level Rise Related Impacts to Parking Areas

Parking Area, Dock Access	Parking Spaces Impacted by Year: 2030	Parking Spaces Impacted by Year: 2060	Parking Spaces Impacted by Year: 2100
West Parking Lot	0%	0%	100%
Northwest Parking Lot and dock access	0%	75%	100%
North Parking Lot and dock access	0%	57%	100%
East Parking Lot	0%	2%	100%
RV Parking Lot	0%	0%	100%
Total, All Areas (percent of area total)	0%	15%	100%

It is estimated that losses in revenue due to impacts to parking areas could be on the order of \$50/day by 2050, \$100/day by 2060, and \$1,000/day by 2100. These costs reflect impacts to hourly parking in the daytime hours from 8 am to 6 pm based on parking area information from *WDI (2016)*. These cost impacts, and projected cumulative costs are summarized in Table 7.

Table 7: Estimated Daily and Cumulative Impacts Associated with Parking Area Impacts

Cost Impact	Parking Spaces Impacted by Year: 2030	Parking Spaces Impacted by Year: 2050	Parking Spaces Impacted by Year: 2060	Parking Spaces Impacted by Year: 2100
Daily	\$0	\$50	\$100	\$1,000
Cumulative	\$0	\$1,125	\$11,160	\$11M

Cost estimates reflect present value of future cost with price escalation based on the U.S. Average Consumer Price Index (CPI) and index base period (1982-84 = 100), *BLS (2019)*.

The data indicates that sea-level rise related impacts out to around the mid-century point will mostly be in the form of nuisance flooding. From 2060, to the end of the century, significant cost impacts become evident as the frequency and extent of flooding becomes more pronounced.

4. Description of how trustee proposes to protect and preserve resources and structures that would be impacted by the sea-level rise

a. Describe proposed mitigation/adaptation measures, and how vulnerabilities will be addressed

Adaptation to Near Term Sea-Level Rise Impacts. Initial sea-level rise related impacts will be limited and infrequent. Initial mitigation can therefore focus on information to the public about when and where potential flooding events may occur. Apart from incidental flooding associated with storms that may occur during the winter months, the dates and times of high tides will be known in advance. Low areas exposed to shallow flooding can be identified via terrain mapping, and/or will be known from prior episodes of flooding.

Information to the public about episodes of potential flooding can be provided via use of the annual tide tables, signage, electronic messaging, and by fencing off areas known to be subject to flooding. Such measures may prove effective at the onset of sea-level rise related flood impacts. However, as flood episodes become more frequent in terms of recurrence, and areas subject to flooding grow larger, and flood depths transition from shallow to intermediate, a more comprehensive solution may be needed to address sea-level rise related hazards and associated impacts. Related impacts may be in the form of flood damage, recurring saltwater exposure, and localized erosion due to water exchange between the harbor basin and upland parking areas.

While the docks within the harbor are not obviously impacted by sea-level rise as they float and readily accommodate changes in water level, they may be some of the first infrastructure to experience sea-level rise related impacts.

Figure 10 shows an example of how rising water levels due to king tides can impact docks. While the outer end of the dock can move up and down freely, the connection to the landside abutment is fixed, which can lead to a number of impacts such as: gaining access to the dock impacted by flooding, structural connections being overloaded, and elevated saltwater exposure at the landside tie-in. A solution to this type of impact can be to rebuild the abutment and access paths with a higher hinge point for the float, or install a new abutment structure that allows vertical adjustments to be made over time. Depending on the level of sea rise, and the top elevation of the guide-piles, there could be a concern of docks floating up over the guide-piles.

Figure 10: Example king tide flooding impacting access to float, *CCC (2019)*.



Other existing infrastructure that may need early sea-level rise adaptation might include any stormwater outlets within the harbor area. Such outlets can in many cases be outfitted with duckbill valves or similar backflow prevention devices. This in turn may mean that the infrastructure can experience shutdowns when water levels are high, e.g. when gravity draining systems are unable to discharge under head. Systems affected by such impacts may need to incorporate pumps in order to be able to provide continuous discharge.

The above-mentioned areas of mitigation/adaptation can be incorporated under the regular maintenance of the harbor facilities and planned for in the District’s annual Capital Improvement Program.

Elements that need to be considered for adaptation before 2050 include all infrastructure in low lying areas around the edge of the harbor basin, including electrical installations such as conduits, transformer boxes, electrical outlets and light fixtures; buildings (restroom facilities); fire hydrants; and vegetation and landscaping. These elements should be incorporated into early planning so that adaptation/mitigation measures can be put in place in advance of potential sea-level rise related impacts. These elements all have a low tolerance to flood exposure and the consequences of exposure may be considerable. For example, transformer boxes should be elevated and/or waterproofed to avoid the greater impact if the system is exposed to water

and compromised. Restrooms should be upgraded or elevated to prevent flood damage and potential overflow of the sewer systems. Landscaping may die off if the surrounding soil and root systems are exposed to saltwater.

Adaptation to Future Sea-Level Rise Impacts. If future sea-level rise follows the *medium to high risk* projection, impacts to upland areas around the north harbor could commence around 2050 to 2060. Mitigation to address shallow flooding in parking areas could initially consist of notifying users about the timing and extent of impacts, which will be known in advance from the use of tide tables. If and when flooding becomes more extensive in terms of frequency, areal extent and inundation depths it would make sense to raise grades around the north harbor to prevent flooding.

Elevating the area around the harbor could be achieved by raising the grade of landside areas with fill and reestablishing paving, access pathways, and existing infrastructure. Buildings can in most cases be elevated, but building replacement could also be planned as elements of a maintenance program.

As an alternative to raising site grades in general, the harbor basin perimeter could be improved with a raised berm to confine floodwaters to the harbor basin. This type of solution might only be feasible up to a point, as access to and from the harbor basin would need to ramp up and over the berm.

b. Describe the timeframe for implementation of such measures

Based on the current outlook, initial sea-level rise related impacts could start to affect the north harbor around 2050 to 2060. These estimates are based on the *medium to high risk* sea-level rise projection, which has a 1 in 200 chance (0.5% risk) of occurring. Conversely, this means that there is a 99.5% chance that the mean sea level will not rise by that much by 2050 to 2060.

In terms of sea-level rise threshold, the above equates to a rise of the mean sea level of 1.9 to 2.6 feet. In the context of the 50% chance projection, this amount of sea-level rise could occur by around 2090 to 2110.

Adaptation and mitigation to improve sea-level rise resilience at the north harbor can therefore be timed with a threshold of 1.9 to 2.6 feet of sea-level rise from present day. At that time the projected rate of sea-level rise remains moderate at around 0.8 inches per year or 8 inches over a decade, which leaves room for planning of capital improvement projects, including identifying funding options.

c. Describe plans to monitor impacts of sea-level rise and climate changes, as well as effectiveness of mitigation and adaptation measures

Aside from infrequent winter storms capable of producing coastal flooding, the primary sea-level rise related hazard for the north harbor area is potential flooding associated with high tides in combination with future sea-level rise.

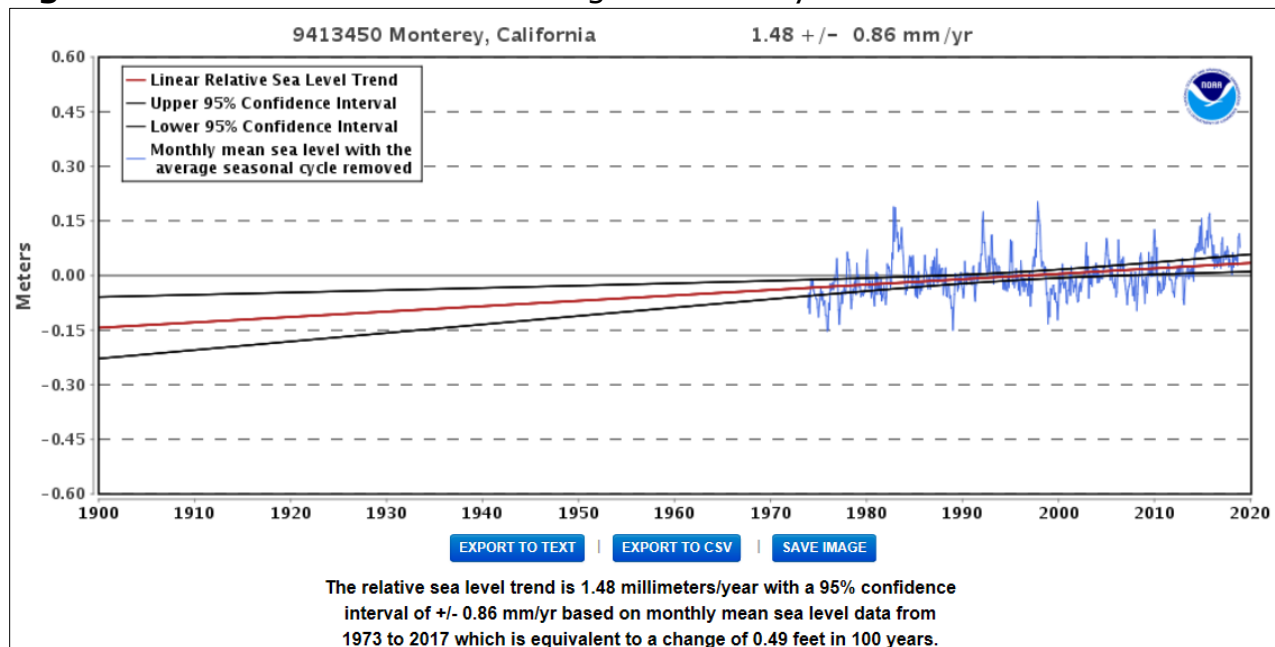
NOAA maintains a tide gauge at Monterey to measure tides in Monterey Bay. This station has collected data since 1973 and enables NOAA to provide tide predictions for the area of the Santa Cruz Municipal Pier. The occurrence and timing of high tides can be accurately forecast and is published in annual tide tables. These are an important tool for predicting when potential sea-level rise related flooding can occur with future sea-level rise.

Measurements of actual sea-level rise currently follows two pathways, which detect changes in the ocean level from tide gauges, and alternatively from satellite altimetry.

Mean Sea-Level Trend from Tide Gauges. The first method, which NOAA utilizes is detecting the mean sea level trend based on many years of recorded tides. Figure 11 shows the historical record of tides measured at Monterey (blue curve) and the estimated linear relative sea level trend (red line). A difficulty with this approach is detecting a limited trend of sea-level rise in the tide data, where water level variations are far greater than the measured sea-level rise. Additional elements that add uncertainty to the data include seasonal fluctuations of the water level due to coastal ocean temperatures (El Niño and La Niña effects), salinity variation, wind shear, atmospheric pressure variation, and ocean currents. Another complication can be ground motion as any vertical movement of the ground will offset the water level measurements. Causes of vertical land motion in California can include creep, subsidence, earthquakes and post-glacial rebound.

Most climate change scenarios predict trends where the rate of sea-level rise increases in the future, i.e. sea-level rise accelerates over time. Such trends have not yet been detected in the data, but the data NOAA has been collecting at Monterey since 1973 will prove valuable for documentation of the mean sea-level rise trend as sea-level rise unfolds. NOAA is working actively to advance sea-level rise science and it is likely that NOAA scientists will improve their tools for prediction of the sea-level rise trend.

Figure 11: Sea-level rise monitoring at Monterey.



As part of climate adaptation planning, the City of Santa Cruz and Santa Cruz County are proposing to install a permanent tide gauge at Santa Cruz which would benefit NOAA sea-level rise monitoring programs and aid the Port District with improved local sea-level rise monitoring.

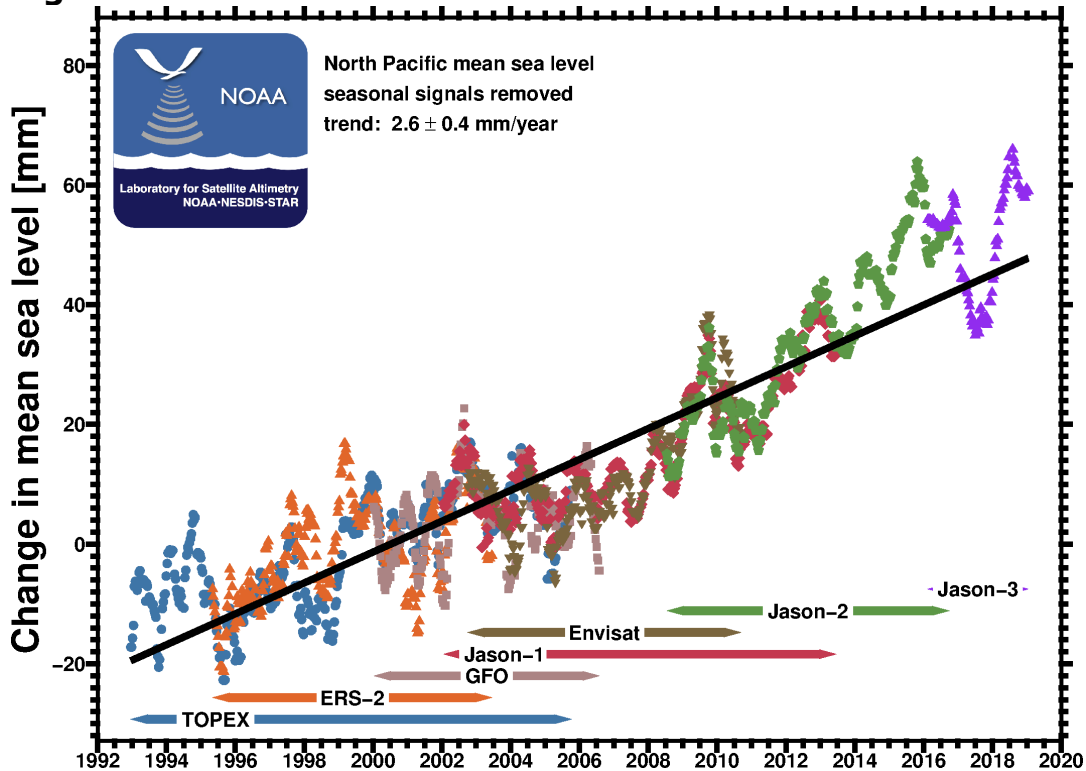
Mean Sea-Level Trend from Satellite Altimetry. The second method for tracking sea-level rise is monitoring of ocean levels via satellite altimetry. These efforts are sponsored by NASA and partner organizations worldwide. Recent efforts have focused on aligning satellite measurements of ocean levels with measurements from tide gauges as the two methods initially produced different estimates. Measurements of the ocean level from satellites has its own difficulties, and effects that can offset the measurements include ionospheric effects from the slight delay of the altimeter radar wave as it propagates through the atmosphere; changes in atmospheric moisture content; ocean surface variation due to wave action, tides and barometric pressure variations, and gravitational effects due to variations in the topography of the seafloor.

NASA satellite data estimates that global mean sea level has risen by 8 inches since 1870, which is an average rate of 1.35 mm/year and comparable to the linear trend determined by NOAA in Figure 11.

In the more recent timeline, NASA estimates that the rate of sea-level rise has doubled in the past two decades and global ocean levels have risen by an average of nearly 3 inches since 1992. Figure 12, summarizes the satellite altimetry data for the North Pacific collected since 1992 via a number of satellite measurement programs (TOPEX, ERS-2, GFO, Jason-1, Envisat,

Jason-2, and Jason-3). This estimated average mean sea-level trend for the North Pacific is 2.6 mm/year. It is not known if the differences in the estimated rates of sea-level rise are due to factors offsetting the results, or whether global sea-level rise is accelerating.

Figure 12: North Pacific sea-level trend estimated based on satellite altimetry.



d. Describe any regional partnerships the trustee is part to or intending to form that would address sea-level and climate change vulnerability or increase resiliency

It is a goal of the Santa Cruz Port District to actively work on sea-level rise related planning. To ensure increased resiliency, the Port District will work to identify and prioritize future sea-level rise related projects and potential funding sources.

The Port District intends to engage technical consultants with expertise in climate science who monitor relevant information released by organizations, such as the California Ocean Protection Council and the California Ocean Science Trust. Additionally, the District intends to participate in educational opportunities, such as those offered online by advocacy groups such as the Climate Readiness Institute.

In the future, the Port District may choose to partner with the City of Santa Cruz' Climate Action Task Force Adaptation Subcommittee to coordinate and address concerns relative to sea-level rise.

References

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CCC (2019). *California King Tides Project*. California Coastal Commission. <https://www.coastal.ca.gov/kingtides/>

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CSC (2018). *AB 691 Sea-Level Rise Assessment*. City of Santa Cruz Tide and Submerged Lands 1969 Grant, Santa Cruz Municipal Wharf. July 17, 2018.

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NOAA (2001). *Tidal Datums and Their Applications*. NOAA Special Publication NOS CO-OPS 1. U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Ocean Service Center for Operational Oceanographic Products and Services, 2001.

OPC (2018). *State of California Sea-Level Rise Guidance*. California Ocean Protection Council, California Natural Resources Agency. 2018 Update.

PI (2012). *Social Vulnerability to Climate Change in California*. Prepared for: California Energy Commission. Prepared by: Pacific Institute, Heather Cooley, Eli Moore, Matthew Heberger, and Lucy Allen. Pacific Institute, 653 13th St., Oakland, CA 95814. July 2012, Updated September 28, 2012.



To: Port Commission
From: Matt Kerkes, Facilities, Maintenance and Engineering Manager
Date: June 19, 2019
Subject: Authorize the Purchase of a New Caterpillar D-6 Dozer (NTE \$207,000)

Recommendation: *Authorize the purchase of a new Caterpillar D-6K-BR track type dozer in an amount not to exceed \$207,000.*

BACKGROUND

The Port District currently owns a used, 2011 Caterpillar D-6 LGK dozer that was purchased in 2016 for dredge operations. The dozer is a crucial piece of dredge equipment, used daily for grooming the beach and pushing/pulling disposal pipe on the beach. The dozer lives a hard life on the beach, exposed to one of the harshest environments on a daily basis. Routine maintenance and rinsing the machine is performed every day and every night, but it does not remove all of the sand from the tracks and moving parts, or prevent components from being compromised by sand incursion.

Mechanically, the engine and transmission on the dozer are in great condition; however, the undercarriage is typically where the problems begin. The sand has worked its way into the hydraulic rams and bushings, and has worn out certain pivot points on the machine. To address these issues, the dozer requires extensive repair including welding and line boring. In order to get our machine up to par, it is going to cost the Port District an estimated \$60,534 dollars (Attachments A, B and C). A future recommended repair is replacement of the undercarriage, which is estimated at \$32,209 (Attachment D). These costs do not factor in a recent major dozer repair totaling \$22,931.93 in 2019.

ANALYSIS

Rather than investing an additional \$92,743 to repair the existing used dozer, staff recommends purchasing a new D6 LGP Dozer. Peterson CAT quoted \$207,132 (Attachment E). Peterson's quote is based on their available government pricing and includes tax, a standard 12-month, unlimited hours warranty and 36-month 3000 hour power train and hydraulics extended warranty package. The quote does not include transport.

Peterson has offered a \$10,000 trade-in on our used dozer, reducing their overall quote to \$197,132.33 (Attachment F). A 5% contingency has been added to cover the estimated cost of transport.

IMPACT ON PORT DISTRICT RESOURCES

Acquisition of a new dozer from Peterson CAT is an unanticipated capital outlay in the FY20 budget. Though financing options are available, staff recommends utilizing unrestricted cash for

purchase. The Port District's available cash balance is approximately \$4.5 million (See Attachment G).

- ATTACHMENTS:
- A. Peterson CAT Repair Quote #99100
 - B. Peterson CAT Repair Quote #100027 - 1
 - C. Peterson CAT Repair Quote #100083 - 1
 - D. Peterson CAT Repair Quote #2081110 - 1
 - E. Peterson CAT D6K-BR Track Type Tractor Quote 165112-01
 - F. Peterson CAT Quote #165112-01 with Trade In
 - G. Cash Flow Projection at 6/19/19

PETERSON

Peterson Tractor Co. (California) & Peterson
 Machinery Co. (Oregon/Washington)
 13155 SYCAMORE AVE
 SAN MARTIN, CA 95046
 800-562-9260

Estimate #99100 - 1

SANTA CRUZ PORT DISTRICT
 135 5TH AVE
 SANTA CRUZ 95062

CUSTOMER NO.	CONTACT	PHONE NO.	FAX NO.	WORK ORDER NO.
5700650	MATT	831-421-2273		0846272
Estimate NO.	P.O. NO.	DATE	EMAIL	
99100		2/28/2019		
MAKE	MODEL	SERIAL NO.	UNIT NO.	SMU
AA	D6KLGP	0DHA01538		4433
DESCRIPTION:				
REPAIRS TO D6K LGP				

SEGMENT: A1 TRANSPORT MACHINE (052 7000)

Misc

Description	Ext Price
TRANSPORT MACHINE	1,001.00
Total Misc:	1,001.00
Segment A1 Total:	1,001.00

SEGMENT: B1 TRAVEL TO/FROM MACHINE (056 7000)

Labor

Description	Ext Price
TRAVEL TO/FROM MACHINE	497.50
Total Labor:	497.50
Segment B1 Total:	497.50

SEGMENT: 00 CLEAN MACHINE (070 7000)

Labor

Description	Ext Price
CLEAN MACHINE	672.00

Total Labor: 672.00

Segment 00 Total: 672.00

SEGMENT: 01 INSPECT BLADE ASSEMBLY (040 6151)

Labor

Description	Ext Price
INSPECT BLADE IN THE FIELD	398.00
Total Labor:	398.00
Segment 01 Total:	398.00

SEGMENT: 02 INSPECT MACHINE (040 7000)

Labor

Description	Ext Price
INSPECT MACHINE	672.00
Total Labor:	672.00
Segment 02 Total:	672.00

SEGMENT: 03 REMOVE & INSTALL BLADE (010 6060)

Labor

Description	Ext Price
REMOVE & INSTALL DOZER BLADE	1,848.00
Total Labor:	1,848.00
Segment 03 Total:	1,848.00

SEGMENT: 04 REPAIR BLADE (023 6060)

Parts

Part Number	Description	Qty	Unit Price	Ext Price
1474359	PIN	1	699.99	699.99
7J1309	BEARING	2	143.71	287.42
0898249	SPACER	2	21.86	43.72
1044817	PIN	1	153.89	153.89
1245235	SHIM	6	4.53	27.18
1605692	SPACER	1	104.80	104.80
1612114	PIN	1	370.96	370.96
1976439	BEARING-SPL	1	482.73	482.73
1S3311	RING	2	15.64	31.28
2967452	RETAINER	1	148.67	148.67

3B8489	FITTING	2	1.77	3.54
4468020	HOUSING	1	306.93	306.93
7X2562	BOLT	5	3.88	19.40
8T4123	WASHER	3	1.22	3.66
9X8271	BOLT	8	5.67	45.36
			Total Parts:	2,729.53

Labor

Description	Ext Price
WELD IN NEW BEARING HOUSING AT DOZER BLADE	2,016.00
Total Labor:	2,016.00

Segment 04 Total: 4,745.53

SEGMENT: 05 REMOVE & INSTALL C-FRAME (010 6063)

- REMOVE & INSTALL C-FRAME
- REMOVE & INSTALL LIFT CYLINDERS
- REMOVE & INSTALL ANGLING CYLINDERS

AN ADDITIONAL QUOTE WILL BE PROVIDED ONCE THE CYLINDERS HAVE BEEN CLEANED AND INSPECTED FOR REPAIRS.

AN ADDITIONAL QUOTE ON PARTS AND LABOR MAY BE PROVIDED UPON THE REMOVAL AND INSPECTION OF THE C-FRAME.

Labor

Description	Ext Price
REMOVE & INSTALL DOZER C-FRAME AND CYLINDERS	2,688.00
Total Labor:	2,688.00

Segment 05 Total: 2,688.00

SEGMENT: 06 REBEARING & RESEAL C-FRAME (028 6063)

Parts

Part Number	Description	Qty	Unit Price	Ext Price
1245741	PIN	4	80.42	321.68
1245234	RETAINER	4	27.36	109.44
1474357	BEARING	1	86.03	86.03
2401553	BEARING-SLEE	2	84.51	169.02
2401555	PIN	2	110.05	220.10
2401556	PLATE	2	142.25	284.50
2764485	SPACER	8	7.28	58.24
2H5549	RING	6	7.36	44.16
4D4431	BEARING	4	69.47	277.88
7K9210	SEAL	4	14.73	58.92
8G5747	SPACER	8	17.61	140.88
8T1482	WASHER	4	5.72	22.88
8T4139	BOLT	12	0.99	11.88
8T4193	BOLT	4	2.76	11.04

9X8257	WASHER	4	1.02	4.08
			Total Parts:	1,820.73

Labor

Description	Ext Price
REBEARING & RESEAL C-FRAME AND CYLINDER BEARINGS	2,016.00
Total Labor:	2,016.00

Segment 06 Total: 3,836.73

SEGMENT: 07 REPLACE BELTS (510 9236)

Parts

Part Number	Description	Qty	Unit Price	Ext Price
2915837	FANBELT	1	32.58	32.58
			Total Parts:	32.58

Labor

Description	Ext Price
REPLACE FAN BELTS	168.00
Total Labor:	168.00

Segment 07 Total: 200.58

SEGMENT: 08 REPAIR HEATER (023 9502)

- REMOVE HEATER BOX
- REPLACE LEAKING HEATER CORE
- INSTALL HEATER BOX

Parts

Part Number	Description	Qty	Unit Price	Ext Price
1361953	CM HOSE	199	0.12	23.88
1361953	CM HOSE	104	0.12	12.48
2098217	FILTER-RECIR	1	35.03	35.03
2486772	SCREW-MACH	8	1.79	14.32
2543202	GASKET	1	8.04	8.04
2556210	COIL AS EVAP	1	361.46	361.46
2667765	FILTER	1	34.96	34.96
2858553	KIT-SEAL	1	112.81	112.81
2876657	COIL AS HTR	1	556.15	556.15
2913803	HOSE	1	41.26	41.26
3E5464	SWITCH A	1	47.54	47.54
4203511	VALVE AS-WAT	1	97.44	97.44
4M6582	SEAL	2	0.91	1.82
8T0154	CLAMP	4	3.04	12.16
9X2488	CLAMP	2	9.47	18.94
R134	REFRIGERANT	5	13.23	66.15
			Total Parts:	1,444.44

Labor

Description	Ext Price
--------------------	------------------

REPLACE HEATER CORE

Total Labor:	2,184.00
Segment 08 Total:	2,184.00
<hr/>	
Segment 08 Total:	3,628.44

SEGMENT: 09 RESEAL VALVE COVER (273 1107)

Parts

Part Number	Description	Qty	Unit Price	Ext Price
2775063	GASKET-COVER	1	91.20	91.20
2775064	O-RING	3	4.96	14.88
3173064	GASKET-COVER	1	33.95	33.95
3368174	TUBE-FUEL I	1	64.69	64.69
3368175	TUBE FUEL-I	1	64.69	64.69
3368176	TUBE FUEL-I	1	64.69	64.69
3368177	TUBE FUEL-I	1	64.69	64.69
3368178	TUBE FUEL-IN	1	64.69	64.69
3368179	TUBE FUEL-IN	1	64.69	64.69
5178243	SLEEVE-INJEC	6	20.60	123.60
Total Parts:				651.77

Labor

Description	Ext Price
RESEAL VALVE COVER	1,008.00
Total Labor:	1,008.00
<hr/>	
Segment 09 Total:	1,659.77

SEGMENT: 10 REPLACE CUTTING EDGE (510 6801)

Parts

Part Number	Description	Qty	Unit Price	Ext Price
2J3506	NUT	24	1.26	30.24
4T8940	CUTTING EDGE	2	150.06	300.12
5J4773	BOLT	24	2.31	55.44
5P8248	WASHER	24	1.22	29.28
8E9378	END BIT	1	82.65	82.65
8E9379	END BIT	1	82.65	82.65
Total Parts:				580.38

Labor

Description	Ext Price
REPLACE CUTTING EDGES	504.00
Total Labor:	504.00
<hr/>	
Segment 10 Total:	1,084.38
<hr/>	
Total Segments:	22,931.93

- This estimate will expire 30 days from the estimate date.
- Price excludes Freight Charges, Operating Supplies/EPA Fees and Overtime.
- Terms: Net 30.
- Sales Taxes where applicable are not included with the above prices.

ESTIMATED REPAIR TIME.: from start date

"The Signature is an authorization to proceed with the required repair work as described within the quote".

Issued PO# _____, Authorized Name _____ Please Print.

Date _____ / _____ / _____.

Signature

Any Questions? Please Call Marciano Vasquez at 510 618 2543.

Terms and Conditions

The purchases of goods and/or services sold by Peterson Tractor Co. (PTCo.-California) are subject to the PTCo. terms and conditions available at Seller's website (<http://www.petersoncat.com/about/terms/peterson-tractor-co-customer-service-agreement-terms-and-conditions>) PTCo. reserves the right to modify their terms and conditions at any time without prior notice and the current version shall supersede all prior versions upon posting to Seller's website.

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PETERSON

Peterson Tractor Co. (California) & Peterson
 Machinery Co. (Oregon/Washington)
 955 MARINA BLVD
 SAN LEANDRO, CA 94577
 888-738-3776

Estimate #100027 - 1

SANTA CRUZ PORT DISTRICT
 135 5TH AVE
 SANTA CRUZ 95062

CUSTOMER NO.	CONTACT	PHONE NO.	FAX NO.	WORK ORDER NO.
5700650	MATT	831 421 2273		
Estimate NO.	P.O. NO.	DATE	EMAIL	
100027		4/8/2019		
MAKE	MODEL	SERIAL NO.	UNIT NO.	SMU
AA	D6KLG	0DHA01538		
DESCRIPTION:				
REPAIR ANGLING, LIFT AND TILT CYLINDERS				

SEGMENT: 11 REPAIR ANGLING CYLINDER (023 5101)
 REPLACE DAMAGED CYLINDER ROD (HOLES IN CHROME)
 -
 REPLACE RUSTED BARREL EYE BEARING

Parts

Part Number	Description	Qty	Unit Price	Ext Price
2693228	CYLINDER ROD ASSY	1	1,009.85	1,009.85
2H5549	RING	2	7.36	14.72
2H5549	RING	2	7.36	14.72
3933609	SEAL KIT	1	91.08	91.08
3B8489	FITTING	1	1.77	1.77
3K0360	SEAL	1	1.15	1.15
4D4431	BEARING	1	69.47	69.47
4J5477	SEAL	1	0.96	0.96
6V8398	SEAL	1	1.05	1.05
6V8639	CONNECTOR	1	6.03	6.03
7X0492	ELBOW	1	5.97	5.97
Total Parts:				1,216.77

Labor

Description	Ext Price
DISASSEMBLE, CLEAN, INSPECT, REPAIR, ASSEMBLE AND PRESSURE TEST ANGLING CYLINDER.	1,113.00
REMOVE AND REPLACE BARREL EYE BEARING.	159.00
Total Labor:	1,272.00
Segment 11 Total:	2,488.77

SEGMENT: 12 REPAIR ANGLING CYLINDER (023 5101)

REPLACE BENT CYLINDER ROD
 -
 REPLACE RUSTED BARREL EYE BEARING

Parts

Part Number	Description	Qty	Unit Price	Ext Price
2693228	CYLINDER ROD ASSY	1	1,009.85	1,009.85
2H5549	RING	2	7.36	14.72
2H5549	RING	2	7.36	14.72
3933609	SEAL KIT	1	91.08	91.08
3B8489	FITTING	1	1.77	1.77
3K0360	SEAL	1	1.15	1.15
4D4431	BEARING	1	69.47	69.47
4J5477	SEAL	1	0.96	0.96
6V8398	SEAL	1	1.05	1.05
6V8639	CONNECTOR	1	6.03	6.03
7X0492	ELBOW	1	5.97	5.97
Total Parts:				1,216.77

Labor

Description	Ext Price
DISASSEMBLE, CLEAN, INSPECT, REPAIR, ASSEMBLE AND PRESSURE TEST ANGLING CYLINDER.	1,113.00
REMOVE AND REPLACE BARREL EYE BEARING.	159.00
Total Labor:	1,272.00
Segment 12 Total:	2,488.77

SEGMENT: 13 REPAIR LIFT CYLINDER (023 9160)
 REPLACE WORN BARREL EYE BEARING
 -
 REPLACE WORN ROD EYE BEARING

Parts

Part Number	Description	Qty	Unit Price	Ext Price
1400176	RING	1	8.57	8.57
2H5549	RING	2	7.36	14.72
2H5549	RING	2	7.36	14.72
2M9780	SEAL	1	1.26	1.26
3925201	KIT SEAL	1	100.41	100.41
3B8486	FITTING	2	1.87	3.74
3B8489	FITTING	2	1.77	3.54
3D2824	SEAL	1	1.58	1.58
4D4431	BEARING	1	69.47	69.47
4D4431	BEARING	1	69.47	69.47
7J9108	SEAL	1	1.12	1.12
7J9108	SEAL	1	1.12	1.12
8T8372	SEAL	1	7.37	7.37
Total Parts:				297.09

Labor

Description	Ext Price
DISASSEMBLE, CLEAN, INSPECT, REPAIR, ASSEMBLE AND PRESSURE TEST LIFT CYLINDER.	1,113.00

REMOVE AND REPLACE BARREL EYE BEARING AND ROD EYE BEARING.

318.00

Total Labor: 1,431.00

Segment 13 Total: 1,728.09

SEGMENT: 14 REPAIR LIFT CYLINDER (023 9160)
 REPLACE WORN BARREL EYE BEARING
 -
 REPLACE WORN ROD EYE BEARING

Parts

Part Number	Description	Qty	Unit Price	Ext Price
1400176	RING	1	8.57	8.57
2H5549	RING	2	7.36	14.72
2H5549	RING	2	7.36	14.72
2M9780	SEAL	1	1.26	1.26
3925201	KIT SEAL	1	100.41	100.41
3B8486	FITTING	2	1.87	3.74
3B8489	FITTING	2	1.77	3.54
3D2824	SEAL	1	1.58	1.58
4D4431	BEARING	1	69.47	69.47
4D4431	BEARING	1	69.47	69.47
7J9108	SEAL	1	1.12	1.12
7J9108	SEAL	1	1.12	1.12
8T8372	SEAL	1	7.37	7.37
Total Parts:				297.09

Labor

Description	Ext Price
DISASSEMBLE, CLEAN, INSPECT, REPAIR, ASSEMBLE AND PRESSURE TEST LIFT CYLINDER.	1,113.00
REMOVE AND REPLACE BARREL EYE BEARING AND ROD EYE BEARING.	318.00
Total Labor:	1,431.00
Segment 14 Total:	1,728.09

SEGMENT: 15 REPAIR TILT CYLINDER (023 5104)
 REPLACE DAMAGED CYLINDER ROD (BAD BEARING BORE)
 -
 REPLACE WORN BARREL EYE BEARING

Parts

Part Number	Description	Qty	Unit Price	Ext Price
1600305	BEARING	1	191.83	191.83
1195445	RING	1	24.19	24.19
1460742	RING	1	8.97	8.97
1S3311	RING	1	15.64	15.64
3933605	SEAL KIT	1	119.34	119.34
3975195	CYLINDER ROD ASSY	1	1,156.45	1,156.45
3B8489	FITTING	2	1.77	3.54

3K0360	SEAL	2	1.15	2.30
6V8398	SEAL	2	1.05	2.10
8T7567	RING	1	12.31	12.31
8T8374	SEAL	1	7.65	7.65
			Total Parts:	1,544.32

Labor

Description	Ext Price
DISASSEMBLE, CLEAN, INSPECT, REPAIR, ASSEMBLE AND PRESSURE TEST TILT CYLINDER.	1,113.00
REMOVE AND REPLACE BARREL EYE BEARING.	159.00
Total Labor:	1,272.00
Segment 15 Total:	2,816.32
Total Segments:	11,250.04

- This estimate will expire 30 days from the estimate date.
- Price excludes Freight Charges, Operating Supplies/EPA Fees and Overtime.
- Terms: Net 30.
- Sales Taxes where applicable are not included with the above prices.

ESTIMATED REPAIR TIME.: from start date

"The Signature is an authorization to proceed with the required repair work as described within the quote".

Issued PO# _____, Authorized Name _____ Please Print.

Date ____/____/____.

Signature _____

Any Questions? Please Call Marciano Vasquez at 510 618 2543.

Terms and Conditions

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PETERSON

Peterson Tractor Co. (California) & Peterson
 Machinery Co. (Oregon/Washington)
 13155 SYCAMORE AVE
 SAN MARTIN, CA 95046
 800-562-9260

Estimate #100083 - 1

SANTA CRUZ PORT DISTRICT
 135 5TH AVE
 SANTA CRUZ 95062

CUSTOMER NO.	CONTACT	PHONE NO.	FAX NO.	WORK ORDER NO.
5700650	MATT KERKES	831-421-2273		
Estimate NO.	P.O. NO.	DATE	EMAIL	
100083		4/9/2019	mkerkes@santacruzharbor.org	
MAKE	MODEL	SERIAL NO.	UNIT NO.	SMU
AA	D6KLG	0DHA01538		4433
DESCRIPTION:				
ADDITIONAL REPAIRS TO D6K LGP				

SEGMENT: 16 RESEAL ROLLER FRAME PIVOT SHAFT (273 4153)

- REMOVE & INSTALL ROLLER FRAMES
- REMOVE & INSTALL SYSTEMONE TRACKS
- RESEAL PIVOT SHAFT ON BOTH ROLLER FRAMES

Parts

Part Number	Description	Qty	Unit Price	Ext Price
1H8128	SEAL-O-RING	2	4.52	9.04
2665291	SEAL-FOOTBAL	2	22.02	44.04
Total Parts:				53.08

Labor

Description	Ext Price
RESEAL PIVOT SHAFT ON BOTH SIDES	3,696.00
Total Labor:	3,696.00
Segment 16 Total:	3,749.08

SEGMENT: 17 REMOVE & INSTALL EQUALIZER BAR (010 7206)

Labor

Description	Ext Price
REMOVE & INSTALL EQUALIZER BAR	2,352.00
Total Labor:	2,352.00
Segment 17 Total:	2,352.00

SEGMENT: 18 REBEARING & RESEAL EQUALIZER BAR (028 7206)**Parts**

Part Number	Description	Qty	Unit Price	Ext Price
7K9203	SEAL	2	7.32	14.64
7P7858	BEARING	1	40.74	40.74
9M1328	BEARING	2	88.92	177.84
1K6985	RING	4	12.20	48.80
2483946	PIN CENTER	1	84.19	84.19
2716058	PIN	2	107.95	215.90
8E1339	SPACER	2	13.48	26.96
8G3732	SEAL	4	58.99	235.96
Total Parts:				845.03

Labor

Description	Ext Price
REBEARING & RESEAL EQUALIZER BAR	1,176.00
Total Labor:	1,176.00
Segment 18 Total:	2,021.03

SEGMENT: 19 REMOVE & INSTALL TRACK ADJUSTER (010 4157)

AN ADDITIONAL QUOTE ON PARTS AND LABOR WILL BE PROVIDED ONCE BOTH TRACKS ADJUSTERS HAVE BEEN INSPECTED TO DETERMINE REPAIRS.

Parts

Part Number	Description	Qty	Unit Price	Ext Price
0931435	SEAL,DUST	2	19.02	38.04
0931515	RING,BACK-UP	4	14.05	56.20
0951612	O-RING	4	4.03	16.12
0951703	O-RING	2	2.26	4.52
0964275	RING BACKUP	4	10.24	40.96
2483924	YOKE AS	1	1,757.50	1,757.50
2483958	PLATE WEAR	4	37.63	150.52
2518515	PLATE WEAR	4	37.63	150.52
717734	RING	2	9.82	19.64
Total Parts:				2,234.02

Labor

Description	Ext Price
REMOVE & INSTALL BOTH TRACK ADJUSTERS	2,184.00
Total Labor:	2,184.00
Segment 19 Total:	4,418.02

SEGMENT: 20 BUILD UP & BORE MAIN FRAME BORE (989 7061)**Parts**

Part Number	Description	Qty	Unit Price	Ext Price
	WELD SUPPLIES	1	124.00	124.00

Total Parts: 124.00

Labor

Description	Ext Price
WELD & BORE (2) BLIND LIFT CYLINDER MOUNTING BORES ON MAIN FRAME	3,360.00

Total Labor: 3,360.00

Segment 20 Total: 3,484.00

SEGMENT: 21 BUILD UP & BORE C-FRAME (989 6063)

Parts

Part Number	Description	Qty	Unit Price	Ext Price
	WELDING SUPPLIES	4	31.00	124.00
Total Parts:				124.00

Labor

Description	Ext Price
BUILD UP AND LINE BORE C-FRAME ANGLE AND LIFT CYLINDER MOUNTING BORES (4)	5,376.00

Total Labor: 5,376.00

Segment 21 Total: 5,500.00

SEGMENT: 22 BUILD UP & BORE BULLDOZER (989 6050)

Parts

Part Number	Description	Qty	Unit Price	Ext Price
	WELDING SUPPLIES	4	31.00	124.00
Total Parts:				124.00

Labor

Description	Ext Price
BUILD UP AND BORE DOZER ANGLE CYLINDER MOUNTING PIN BORES, TILT CYLINDER MOUNTING BORE AND MAIN MOUNTING BORE	4,704.00

Total Labor: 4,704.00

Segment 22 Total: 4,828.00

Total Segments: 26,352.13

- This estimate will expire 30 days from the estimate date.
 - Price excludes Freight Charges, Operating Supplies/EPA Fees and Overtime.
 - Terms: Net 30.
 - Sales Taxes where applicable are not included with the above prices.
-

ESTIMATED REPAIR TIME.: from start date

"The Signature is an authorization to proceed with the required repair work as described within the quote".

Issued PO# _____, Authorized Name _____ Please Print.

Date _____ / _____ / _____.

Signature

Any Questions? Please Call Edward Thoits at 408-204-8872.

Terms and Conditions

The purchases of goods and/or services sold by Peterson Tractor Co. (PTCo.-California) are subject to the PTCo. terms and conditions available at Seller's website (<http://www.petersoncat.com/about/terms/peterson-tractor-co-customer-service-agreement-terms-and-conditions>) PTCo. reserves the right to modify their terms and conditions at any time without prior notice and the current version shall supersede all prior versions upon posting to Seller's website.

The purchases of goods and/or services sold by Peterson Machinery Co. (PMCo.-Oregon/Washington) are subject to the PMCo. terms and conditions available at Seller's website (<http://www.petersoncat.com/about/terms/peterson-machinery-co-customer-service-agreement-terms-and-conditions>) PMCo. reserves the right to modify their terms and conditions at any time without prior notice and the current version shall supersede all prior versions upon posting to Seller's website.

PETERSON

Peterson Tractor Co. (California) & Peterson
 Machinery Co. (Oregon/Washington)
 955 MARINA BLVD
 SAN LEANDRO, CA 94577
 888-738-3776

Quote #2081110 - 1

SANTA CRUZ PORT DISTRICT
 135 5TH AVE
 SANTA CRUZ 95062

CUSTOMER NO.	CONTACT	PHONE NO.	FAX NO.	WORK ORDER NO.
5700650	MATT KERKES	831-421-2273		
Quote NO.	P.O. NO.	DATE	EMAIL	
2081110		5/20/2019	mkerkes@santacruzharbor.org	
MAKE	MODEL	SERIAL NO.	UNIT NO.	SMU
AA	D6KLG	0DHA01538		44354
DESCRIPTION:				
REPLACE SYSTEM ONE UNDERCARRIAGE ON D6K LGP				

SEGMENT: 01 REPLACE UNDERCARRIAGE (510 4150)

REPLACE UNDERCARRIAGE WITH LIKE SYSTEM ONE
 UNDERCARRIAGE USING 30" WIDE SYSTEM ONE SHOES.

NOTE: INCLUDES A 15% DISCOUNT ON ELIGIBLE
 UNDERCARRIAGE COMPONENTS.

Parts

Part Number	Description	Qty	Unit Price	Ext Price
424-3547	LINK AS-TRAC	2	6,097.31	10,365.43
254-0227	BOLT TCK MST	8	3.20	25.60
238-0472	BOLT-TRACK	320	1.66	531.20
238-0473	NUT-TRACK	320	1.02	326.40
246-5726	SHOE-TRACK	78	71.36	4,731.17
255-4184	SHOE TCK MST	2	82.54	140.32
318-2486	LINK TCK MST	4	133.96	455.46
255-8095	SPROCKET-TCK	2	564.51	959.67
3S-8182	BOLT	54	1.09	58.86
7H-3607	NUT	54	1.18	63.72
362-3918	IDLER GP-TRA	2	1,689.36	2,871.91
137-3301	BOLT HEX	56	3.53	197.68
218-4993	ROLLER CAP	28	20.28	567.84
9X-8268	WASHER	56	0.84	47.04
357-5368	ROLLER GP-TR	14	310.34	3,693.05
362-0515	CARRIER ROLLER	2	266.98	453.87
Total Parts:				25,489.21

Labor

Description	Ext Price
REPLACE UNDERCARRIAGE WITH NEW	6,720.00
Total Labor:	6,720.00

Segment 01 Total: 32,209.21

Total Segments: 32,209.21

- This estimate will expire 30 days from the estimate date.
- Price excludes Freight Charges, Operating Supplies/EPA Fees and Overtime.
- Terms: Net 30.
- Sales Taxes where applicable are not included with the above prices.

ESTIMATED REPAIR TIME.: from start date

"The Signature is an authorization to proceed with the required repair work as described within the quote".

Issued PO# _____, Authorized Name _____ Please Print.

Date _____ / _____ / _____.

Signature

Any Questions? Please Call Edward Thoits at 408-204-8872.

Terms and Conditions

The purchases of goods and/or services sold by Peterson Tractor Co. (PTCo.-California) are subject to the PTCo. terms and conditions available at Seller's website (<http://www.petersoncat.com/about/terms/peterson-tractor-co-customer-service-agreement-terms-and-conditions>) PTCo. reserves the right to modify their terms and conditions at any time without prior notice and the current version shall supersede all prior versions upon posting to Seller's website.

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PETERSON



May 14, 2019

SANTA CRUZ PORT DISTRICT
135 5TH AVE
SANTA CRUZ
California
95062

Attention: MARIAN OLIN

RE: Quote 165112-01

Dear Sir,

We would like to thank you for your interest in our company and our products, and are pleased to quote the following for your consideration.

One (1) New Caterpillar Model: D6K-BR Track Type Tractors

MACHINE SPECIFICATIONS

D6K2 LGP TRACTOR 424-5551
LANE 2 - AVAILABLE FROM PIRACICABA FACTORY
LANE 3 - AVAILABLE FROM PIRACICABA FACTORY

Caterpillar C4.4 ACERT diesel engine turbocharged equivalent to EPA tier 4 final, EU Stage IV and Japan 2014 (tier 4 final), certified engine with aftertreatment.

Stable blade control

Traction control

Slope assist

LANE 2 ORDER	0P-9002
REGIONAL PACKAGE, AM-N	465-0450
AIR CLEANER, STANDARD	554-3642
UNDERCARRIAGE, HEAVY DUTY	431-7080
TRACK, 30", MS, LGP	390-2812
GUARD, TRACK GUIDING, CENTER	382-6523
HYDRAULIC OIL, STANDARD	525-6315
NO REAR HYDRAULIC PACKAGE	535-7529
STARTER, STANDARD	465-5804

LIGHTS, 6	536-9447
CAB STANDARD PACKAGE	536-8775
CONTROL, ARO W/ASSIST	537-6072
PITCH, BLADE, MANUAL	566-5885
PRODUCT LINK, CELLULAR PLE742	538-1221
TANK FUEL, STANDARD	425-7127
FAN, DEMAND	424-7002
PROTECTION PACKAGE, STANDARD	543-3284
DRAWBAR	246-8384
BLADE, 145" ARO LGP	348-6260
PROTECTION, CYLINDER ROD	0P-3940
ANTIFREEZE WINDSHIELD WASHER	0P-1939
FUEL ANTIFREEZE, -25C (-13F)	0P-3978
MANUAL, ENGLISH	0P-0996
BEACON, ROTATING	358-3947
ROLL ON-ROLL OFF	0P-6637

SELL PRICE	\$189,594.81
EXT WARRANTY	Included
NET BALANCE DUE	\$189,594.81
SANTA CRUZ (9.25%)	\$17,537.52
AFTER TAX BALANCE	\$207,132.33

WARRANTY

Standard Warranty: 12 Month, Unlimited Hours Standard Warranty
 Extended Warranty: 36 Month 3000 Hr powertrain + HYDRAULICS

F.O.B/TERMS: San Leandro

This Quote is valid for 30 days, after which time we reserve the right to re-quote. If there are any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'James Enzweiler', with a long horizontal flourish extending to the right.

James Enzweiler
Machine Sales Representative
Peterson CAT
(408) 422-3322
denzweiler@petersoncat.com

YOU'RE INVITED

TO PETERSON SAN MARTIN DEMO DAYS



EVENT DAY **BLOWOUT** SPECIALS ON THESE MACHINES:
300.9D, 302.7D, 303E, 236D, 259D, 420F2, 415F2

New D6K2 LGP

\$190k plus TAX

***Join us for lunch, giveaways,
and product demonstrations!***

THURSDAY, MAY 16

8 a.m. - 4 p.m.

**13155 Sycamore Ave.
San Martin, CA 95046**



Marian Olin

From: Dirk Enzweiler <denzweiler@petersoncat.com>
Sent: Wednesday, May 22, 2019 12:08 PM
To: Marian Olin
Subject: Cat D6K LGP
Attachments: 1064_001.pdf

Marian, After repairs on the Tractor at no cost to you the Trade in \$ would be \$10,000 which I have added to your Quote, I should be hearing back from Caterpillar Financial today on the interest rates

Thanks,

Dirk Enzweiler
Sales Representative
Peterson Cat
(408) 422-3322
denzweiler@petersoncat.com
petersoncat.com

This message has been scanned for malware by Websense. www.websense.com

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

PETERSON



May 14, 2019

SANTA CRUZ PORT DISTRICT
135 5TH AVE
SANTA CRUZ
California
95062

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Stable blade control

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Slope assist

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BLADE, 145" ARO LGP	348-6280
PROTECTION, CYLINDER ROD	0P-3940
ANTIFREEZE WINDSHIELD WASHER	0P-1939
FUEL ANTIFREEZE, -25C (-13F)	0P-3978
MANUAL, ENGLISH	0P-0996
BEACON, ROTATING	358-3947
ROLL ON-ROLL OFF	0P-6637

SELL PRICE	\$189,594.81
EXT WARRANTY	Included
NET BALANCE DUE	\$189,594.81
NET TRADE ALLOWANCE	(\$10,000.00)
SANTA CRUZ (9.25%)	\$17,537.52
LESS GROSS TRADE ALLOWANCE	(\$10,000.00)
AFTER TAX BALANCE	\$197,132.33

TRADE-INS

Model	Make	Serial Number	Year	Trade Allowance
D6K LGP	CATERPILLAR (AA)	DHA01538	2014	\$10,000.00

WARRANTY

Standard Warranty: 12 Month, Unlimited Hours Standard Warranty
 Extended Warranty: 36 Month 3000 Hr powertrain + HYDRAULICS

F.O.B/TERMS: San Leandro

This Quote is valid for 30 days, after which time we reserve the right to re-quote. If there are any questions, please do not hesitate to contact me.

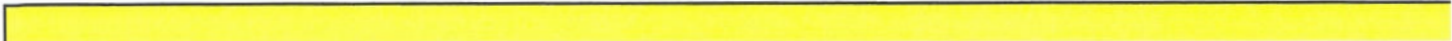
Sincerely,

A handwritten signature in black ink, appearing to be 'James Enzweiler', written in a cursive style.

James Enzweiler
Machine Sales Representative
Peterson CAT
(408) 422-3322
denzweiler@petersoncat.com

CASH FLOW PROJECTION
6/19/2019

<u>BALANCES 06/19/19</u>	
COMERICA	822,432
LAIF	12,378,396



SOURCE/LOCATION	
CASH ON HAND	13,200,828
MONTHLY REVENUES (1/2 est)	426,000
REIMBURSEMENTS (USACE)	
MONTHLY EXPENSES (1/2 est)	(265,000)
DEBT SERVICE	
ELECTION	
ESTIMATED CASH ON HAND->>>	13,361,828

Fund (@ 5/31/19)	
Dredge Intermediate	242,285
Reserve Fund	1,888,692
Cap. Improv.	6,173,575
Election	145,183
PEMHCA	210,000
Total Designated Funds	\$ 8,659,735

Comerica Cash	822,432
LAIF	12,378,396
Total Cash on Deposit	\$ 13,200,828

Available Cash	\$ 4,541,093	For operations, debt service, unexpected expenses
BBVA Reserve	1,015,888	
TOTAL CASH	\$ 5,556,981	
Cash Available (not held @ BBVA)	\$ 4,541,093	



To: Port Commission

From: Marian Olin, Port Director

Date: June 18, 2019

Subject: Approval of Exercise of Lease Option for 333 B Lake Avenue (Tenant: Bayside Marine)

Recommendation: Approve the Bayside Marine's lease option, extending the lease by 2 years, through January 31, 2022.

BACKGROUND

The lease for Bayside Marine, dated February 1, 2013, provides for two, two-year options to extend the lease term. The first option to extend the lease term has been exercised. Todd Fraser of Bayside Marine is requesting to exercise his second 2-year lease option (Attachment A). The current lease term expires January 31, 2020. Approval of the second 2-year option will extend the lease through January 31, 2022.

In accordance with the lease document, base rent for the extended term is subject to review and possible adjustment based on current, fair market rent.

The Commission met in closed session on May 28, 2019, to consider the request by Mr. Fraser to exercise his second and final lease option.

ANALYSIS

Staff performed a rate comparison to evaluate average market rents for harbor and local area comps. Staff considers Bayside Marine's location to be prime for the business, though the building itself is aged and not prime. Using that assumption, market rent for Bayside Marine, based on area market comps, indicates prime average rents for office / retail space are in the \$3.71/SF range, while not prime locations average \$1.60/SF (Attachment B).

Bayside Marine's current rent for the retail space is \$2.50/SF. The current rate is close to the average market for prime / not prime comps. No rent increase is proposed for the lease option period commencing February 1, 2020.

A summary of terms as of April 1, 2019, is as follows:

Tenant: Bayside Marine
Space: 333 B Lake Avenue (1,200 SF), plus enclosed storage behind O-Dock restrooms. Excludes paved asphalt lot (north of building), which is rented on a month-to-month basis.

Rent: \$3,135.59/month, adjusted annually by any increase to the San Francisco
Oakland-Hayward Area Consumer Price Index commencing April 1, 2020.
Use: Retail and storage space

IMPACT ON PORT DISTRICT RESOURCES

There is no cost to the Port District associated with the award of the lease. The lease provides for annual CPI increases effective on April 1 each year. The next CPI adjustment for Bayside Marine's lease is April 1, 2020.

ATTACHMENTS: A. Email from Todd Fraser dated 05/14/19
B. Market Rate Comparison

Marian Olin

From: Todd Fraser - Bayside Marine <todd@baysidemarinesc.com>
Sent: Tuesday, May 14, 2019 6:33 AM
To: Marian Olin
Subject: lease

I would like to exercise my lease option renewal. Thank You Todd Fraser Bayside Marine

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

BAYSIDE MARINE

333 Lake Avenue, Suite B

Lease Term: February 1, 2013 – January 31, 2020

Option to Extend: One (2) year option

Bayside Marine:	Suite B	Paved Lot	Storage
Square Footage	1,200 SF	1,750 SF	60 SF
Monthly Base Rent	\$2,998	\$719	\$138
Price / SF	\$2.50 / SF	\$0.41 / SF	\$2.30 / SF

Market Rate Comparison	
Prime Location (Downtown, Capitola Village)	AVG: \$3.71 / SF
Not Prime Location (Seabright Area)	AVG: \$1.60 / SF
Industrial Location (Warehouse / Multi-Use Space)	AVG: \$1.49 / SF
Vacant Land (Lots / Storage)	AVG: \$0.12 / SF

Port District's Average SF	
Port District	AVG: \$2.54 / SF ¹

¹ Excludes vacant land, Crow's Nest Restaurant, SCYC and includes OSO, H&H, Aldo's.

Santa Cruz Port District
135 5th Avenue
Santa Cruz, CA 95062
831.475.6161
831.475.9558 Fax
www.santacruzharbor.org



PORT COMMISSIONERS:
Toby Goddard
Dennis Smith
Stephen Reed
Darren Gertler
Neli Cardoso

TO: Port Commission
FROM: Marian Olin, Port Director
DATE: June 20, 2019
SUBJECT: 2019 Election of Special District Alternate on LAFCO

Recommendation: *Provide direction to staff on casting the Port District's vote for an alternate member on the Local Agency Formation Commission (LAFCO).*

BACKGROUND

LAFCO is conducting an election for an independent special district alternate member, with a term ending in May 2021. The LAFCO election information is attached. The District's vote must be submitted to LAFCO, by no later than 4:00 pm on Friday, July 26, 2019.

ATTACHMENT: A. LAFCO Cover Letter and Election Material



June 10, 2019

Chair
Santa Cruz Port District
135 5th Ave.
Santa Cruz CA 95062

SUBJECT: ELECTION FOR THE SPECIAL DISTRICT ALTERNATE MEMBER SEAT ON LAFCO

Dear Board Chairperson:

The purpose of this letter is to solicit your district's vote for the alternate member seat on LAFCO. The independent special districts in Santa Cruz County get three positions on the LAFCO board. The regular member seats are currently held by Jim Anderson (Felton Fire Protection District) with his term ending in May 2021, and Rachel Lather (Soquel Creek Water District) with her term ending in May 2023. The alternate member seat is currently vacant and its term ends in May 2021. LAFCO staff is now conducting an election to fill the alternate member seat on LAFCO.

Candidates

LAFCO received three nominations prior to the June 7th deadline. Background information from each candidate is enclosed for your review. The three candidates running for LAFCO's special district alternate member seat are:

- Edward K. Banks (Pajaro Valley Public Cemetery District);
- Carla C. Christensen (Soquel Creek Water District); and
- Edward Harmon (Scotts Valley Fire Protection District)

Election Process

The election will be conducted by mail. Each district gets one vote, which shall be executed on the enclosed ballot by either the presiding officer of the district board, or by his or her designee. **The deadline to return the executed ballot to the LAFCO office will be no later than 4:00 p.m. on July 26, 2019.** Ballots can be mailed, hand-delivered, or emailed to the LAFCO office. If emailed, please follow-up by mailing the ballot with an original signature. LAFCO staff will open and tally the ballots at 4:00 p.m. in the LAFCO office. Anyone who wishes to observe the tally should come to the LAFCO office at that time.

The Independent Special District Selection Committee rules of procedure are posted on the Policies and Rules page of LAFCO's website. Please contact Debra Means or me at the LAFCO office if you have any questions about the voting process.

Sincerely,

Joe A. Serrano
Executive Officer

Attachments: Candidates' Information
Ballot and Certification of Person Voting
Return Envelope

LOCAL AGENCY FORMATION COMMISSION OF SANTA CRUZ COUNTY



RECEIVED

JUN 7 2019

CALL FOR:
SPECIAL DISTRICT ALTERNATE MEMBER
NOMINATION PERIOD CLOSSES JUNE 7, 2019

Santa Cruz LAFCO

INSTRUCTIONS:

If you are interested in serving as a special district alternate member on LAFCO, please complete and sign the following application and either mail, hand deliver, or email form to:

Mailing address:
LAFCO
701 Ocean Street, Room 318-D Santa Cruz CA 95060

Email:
Debra Means, Commission Clerk
debra@santacruzlafco.org

Applications must be received in the LAFCO office no later than **5:00 p.m. on Friday, June 7, 2019.**

Thank you for your interest in the Local Agency Formation Commission.

NOMINEE INFORMATION:

Name: EDWARD K. BANKS

Mailing Address: 775 MCKENZIE AVE. WATSONVILLE, CA 95076

Phone(s): Home: 831-722-4226 Cell: 831-419-2851 Business: 831-724-1085

Email Address: EDBANKS@KKBINSURANCE.COM

District Board on which you currently serve on: PAJARO VALLEY PUBLIC CEMETERY DIST.

Previous Board, Commission, or Committee served:

Organization: SANTA CRUZ COUNTY GRAND JURY Term: 1985-86

Organization: SANTA CRUZ COUNTY PLANNING COMMISSION- ALTERNATE Term: MID 1980'S

Organization: SANTA CRUZ Co. HAZARDOUS MATERIALS ADVISORY COMM. Term: 4-2005 TO 4-2009

STATEMENT OF INTEREST:

You may attach separate documents, including a brief resumé, to present additional qualifications or provide a Statement of Interest in serving on LAFCO.

CERTIFICATION:

I certify that the information provided is true and correct, and I authorize the verification of the information in the application.

EDWARD K. BANKS
Printed Name of Board Member Interested in Serving on LAFCO

Edward K Banks
Signature

6-7-2019
Date

Edward K. Banks

Ed Banks, a native Californian, was born in San Francisco and grew up in La Selva Beach. He attended Aptos Elementary School and is a 1966 graduate of Watsonville High School. He received his A.A. degree from Cabrillo College in 1968 and Bachelor of Arts degree from Sonoma State University in 1970. His military commitment commenced as a Naval Reservist in November of 1970, being stationed at Flag Administrative Unit, Naval Air Station Barbers Point, Hawaii. His active duty assignment concluded in August of 1972, and ultimate honorable discharge in August of 1975.

Ed has been in the insurance profession since 1972, beginning with commercial underwriting assignments at the Hartford Insurance Company, San Francisco, and Fireman's Fund Insurance Company, San Jose. In 1977, he moved back to Watsonville to join the firm of Martin & Friend Insurance Agency. In April of 1996, he merged the agency with Kane-Hall-Palmtag Insurance to form KBK Insurance Agency.

Ed's community service has included serving on the following organizations' boards of directors: Insurance Brokers and Agents of the West, Independent Insurance Agents & Brokers of Watsonville (past president), Watsonville National Little League, Watsonville YMCA, Pajaro Valley Chamber of Commerce, Rotary Club of Watsonville (past President 1993-94), Monterey Bay Bank and Watsonville Firefighters' Association. He was a reserve lieutenant for the Watsonville Fire Department from 1981 to 2006. During his 25-year career with the fire department, he successfully completed courses of study in Fire Command Operations and Fire Cause Determination at the National Fire Academy, Emmitsburg, Maryland. He also served on the Santa Cruz County Grand Jury in 1985-86 as well as the Santa Cruz County Hazardous Materials Advisory Commission 2007-2009. In 2010, Ed attended the National Emergency Training Center, Emmitsburg, Maryland, receiving certificates of completion in Community Emergency Response Team Operations and Program Management.

Ed has volunteered as a Community Emergency Response Team (CERT) instructor for the City of Watsonville CERT program.

He is past president of the board of directors of the Cabrillo College Foundation. Ed also currently serves as a trustee of the Pajaro Valley Cemetery District as well as Area VII Trustee for Cabrillo Community College.

An avid San Francisco Giants' fan has taken "road trips" with his sons and Father-in-law. Ed also likes gardening, travel and an occasional round of golf with friends.

Eb\01112019

LOCAL AGENCY FORMATION COMMISSION OF SANTA CRUZ COUNTY RECEIVED



JUN 6 2019

CALL FOR:
SPECIAL DISTRICT ALTERNATE MEMBER
NOMINATION PERIOD CLOSES JUNE 7, 2019

Santa Cruz LAFCO

INSTRUCTIONS:

If you are interested in serving as a special district alternate member on LAFCO, please complete and sign the following application and either mail, hand deliver, or email form to:

Mailing address:
LAFCO
701 Ocean Street, Room 318-D Santa Cruz CA 95060

Email:
Debra Means, Commission Clerk
debra@santacruzlafco.org

Applications must be received in the LAFCO office no later than 5:00 p.m. on Friday, June 7, 2019.

Thank you for your interest in the Local Agency Formation Commission.

NOMINEE INFORMATION:

Name: CARLA C. CHRISTENSEN
Mailing Address: 101 SAXON AVE. CAPITOLA, CA 95010
Phone(s): Home: (831) 479-4759 Cell: (831) 818-9396 Business: (831) 475-8501
Email Address: CCCHRISTE@aol.com & CARLAC@SOQUELCREEKWBV.org
District Board on which you currently serve on: SOQUEL CREEK WATER DISTRICT

Previous Board, Commission, or Committee served:

Organization:	Term:
Organization:	Term:
Organization:	Term:

STATEMENT OF INTEREST:

You may attach separate documents, including a brief resumé, to present additional qualifications or provide a Statement of Interest in serving on LAFCO.

CERTIFICATION:

I certify that the information provided is true and correct, and I authorize the verification of the information in the application.

CARLA C. CHRISTENSEN
Printed Name of Board Member Interested in Serving on LAFCO

Signature

June 6, 2019
Date



Board of Directors

Dr. Thomas R. LaHue, President
Dr. Bruce Daniels, Vice-President
Dr. Bruce Jaffe
Carla Christensen
Rachél Lather

Ron Duncan, General Manager

June 5, 2019

Sent Vial Email: debra@santacruzlafco.org

Debra Means, Commission Clerk
Santa Cruz Local Agency Formation Commission (LAFCO)
701 Ocean Street, Room 318-D
Santa Cruz, CA 95060

RE: Special District Alternate Member Nomination

Dear Ms. Means,

I am interested in serving as an alternate on the Santa Cruz Local Agency Formation Commission (LAFCO) because I have had a long-standing interest in land use policy during my long career in environmental science. I was publicly elected and have been serving on the Soquel Creek Water District's Board of Directors since December 2014. My service to our community as a Soquel Creek Water District Board member has only deepened this interest.

My background discipline in environmental science gives me a rigorous framework to analyze land use questions, which I believe may serve our county well.

I would like you to consider my candidacy based on what I can contribute, as well as what knowledge I will derive on land use decisions by local agencies in Santa Cruz County. Thank you for your consideration.

Sincerely,

Carla C. Christensen, Director

Soquel Creek Water District

Cc: Ron Duncan, General Manager, Soquel Creek Water District

LOCAL AGENCY FORMATION COMMISSION OF SANTA CRUZ COUNTY



RECEIVED

CALL FOR:
SPECIAL DISTRICT ALTERNATE MEMBER
NOMINATION PERIOD CLOSING JUNE 7, 2019

MAY 29 2019

INSTRUCTIONS:

Santa Cruz LAFCO

If you are interested in serving as a special district alternate member on LAFCO, please complete and sign the following application and either mail, hand deliver, or email form to:

Mailing address:
LAFCO
701 Ocean Street, Room 318-D Santa Cruz CA 95060

Email:
Debra Means, Commission Clerk
debra@santacruzlafco.org

Applications must be received in the LAFCO office no later than **5:00 p.m. on Friday, June 7, 2019.**

Thank you for your interest in the Local Agency Formation Commission.

NOMINEE INFORMATION:

Name: Edward Harmon

Mailing Address: 3012 Granite Creek Road, Scotts Valley, Ca 95066

Phone(s): Home: _____ Cell: 650 575 6442 Business: 650 604 1648

Email Address: eharmon@scottsvalleyfire.com

District Board on which you currently serve on: Scotts Valley Fire

Previous Board, Commission, or Committee served:

Organization: Scotts Valley Art Wine Festival Term: continuing (last 4 yrs)

Organization: Tuscan Hills HOA Board President Term: 2 yrs

Organization: Scotts Valley School Board Term: 4 yrs
Measure A Bond Oversight Committee

STATEMENT OF INTEREST:

You may attach separate documents, including a brief resumé, to present additional qualifications or provide a Statement of Interest in serving on LAFCO.

CERTIFICATION:

I certify that the information provided is true and correct, and I authorize the verification of the information in the application.

Edward Harmon
Printed Name of Board Member Interested in Serving on LAFCO

Edward Harmon
Signature

May 21, 2019
Date

Interest Statement and Bio for Edward Harmon

LAFCO is of interest to me because of its wide ranging responsibilities related to governmental boundaries and regional planning. The opportunity to participate in and contribute to the economic wellbeing of the community through visionary and strategic decision making that considers all stakeholders interest attracted me to offer up my services as an alternate member of the Santa Cruz LAFCO Commission

I am currently employed as the Missions Manager for NASA SOFIA program at Ames Research Center. My responsibilities include managing airborne observatory operations for 80 science flights a year, coordinating worldwide deployments of the observatory, and managing the Science and Mission Operations contractors.

Prior to joining NASA in 2005, I was the Verification and Validation Manager for Lockheed Martin Space Operations, and Integration and Test Engineer at Electromagnetic Systems Laboratory in Sunnyvale.

I am a native of California who grew up in Sacramento and has spent majority of his career in Silicon Valley. I have a B.S. in Information Technology and my inquisitive mind is always on a lookout for new challenges and projects My wife and I live in Scotts Valley, where I serve on the Board of Directors for the Scotts Valley Fire Protection District. In the last few years I have volunteered as a public member at-large for Scotts Valley General Plan Advisory Committee and Scotts Valley School District Measure A Oversight Committee, kids, I spend my free time on tennis, golf, knife making and traveling.

Santa Cruz Port District
Accounts Payable Monthly Check Register
May 2019

Date	No.	Vendor	Description	Amount
5/2/2019	51637	Kingsburg Truck Center	Maintenance Truck	\$ 21,205.85
5/2/2019	51638	Marina Ware	Harbor Security Upgrades: Final Payment for Electronic Key Access (\$986.60), Security Camera Project (Initial Payment)	\$ 15,986.60
5/2/2019	51639	Poremsky, Don	Security Deposit Refund	\$ 348.90
5/2/2019	51640	Tate, Ray	Decorative Anchor	\$ 400.00
5/3/2019	51641	AT&T	Telephone	\$ 534.99
5/3/2019	51642	AT&T Mobility	Tablet Service	\$ 235.50
5/3/2019	51643	Atkins, Ken	Security Deposit Refund	\$ 376.20
5/3/2019	51644	Bay Plumbing Supply, Inc.	D-Dock Restroom Repair	\$ 84.97
5/3/2019	51645	Bay Rubber Company	Beach Discharge Hose	\$ 12,890.73
5/3/2019	51646	BERLINSKI, STEFAN	Key Deposit Refund	\$ 80.00
5/3/2019	51647	Blake Anderson	Mileage Expense Reimbursement	\$ 80.27
5/3/2019	51648	Blueprint Express of Santa Cruz	Permit Plans for Aldo's Demo	\$ 75.38
5/3/2019	51649	Brass Key Locksmith, Inc.	Key Blanks	\$ 44.69
5/3/2019	51650	Cale America, Inc.	Parking Machine Monthly Service	\$ 832.00
5/3/2019	51651	Central Home Supply	Water Line Break Supplies	\$ 215.77
5/3/2019	51652	Coast Crane Company	Link Belt Crain Repair, Annual Crane Inspection	\$ 3,659.44
5/3/2019	51653	Comcast	Business Internet	\$ 153.29
5/3/2019	51654	Conant, Don	Key Deposit Refund	\$ 40.00
5/3/2019	51655	Creative Services of New England	Promotional Stickers	\$ 236.95
5/3/2019	51656	Darco Printing & Paper	Visitor Parking Passes	\$ 181.63
5/3/2019	51657	Davie, Sandy	Security Deposit Refund	\$ 400.00
5/3/2019	51658	Digital Printing Systems	Concession Lot Parking Tickets	\$ 1,269.29
5/3/2019	51659	Environmental Logistics	Hazmat Removal	\$ 3,277.50
5/3/2019	51660	Fastenal Company	Grinding Wheels	\$ 109.47
5/3/2019	51661	First Alarm Security & Patrol, Inc.	Security Patrol	\$ 4,920.72
5/3/2019	51662	Gilbert, Doug	Key Deposit Refund	\$ 60.00
5/3/2019	51663	Grainger	Fuse Holder for Sec Up, Batteries, Landscaping Supplies	\$ 282.96
5/3/2019	51664	Gsolutionz	Telephone System Maintenance	\$ 199.99
5/3/2019	51665	Harbor Freight Tools	Landscaping Gloves	\$ 119.92
5/3/2019	51666	Haskell, Robert	Key Deposit Refund	\$ 45.00
5/3/2019	51667	Johnson Hicks Marine Electronics	Adhesive, Cable Clam for <i>Twin Lakes</i>	\$ 76.13
5/3/2019	51668	Joseph, Tom	Key Deposit Refund	\$ 60.00
5/3/2019	51669	Leppke, Kalen	Key Deposit Refund	\$ 20.00
5/3/2019	51670	Marine Lien Sale Service	Lien Expense	\$ 160.00
5/3/2019	51671	Mark Larsen DBA: Viking	Window Cleaning	\$ 28.00
5/3/2019	51672	McMaster-Carr Supply Company	Wrench	\$ 39.47
5/3/2019	51673	Mid County Auto Supply	Vehicle Washer Fluid, Travelift Fluids, Vehicle Seat Covers & Mats	\$ 155.84
5/3/2019	51674	Mission Uniform Service	Uniform Service	\$ 181.65
5/3/2019	51675	Moore & Sons Outboard Motors, Inc.	Almar 100hr Service, Scout Engine Repair	\$ 1,987.46

Santa Cruz Port District
Accounts Payable Monthly Check Register
 May 2019

Date	No.	Vendor	Description	Amount
5/3/2019	51676	Neopost USA Inc.	Postage	\$ 500.00
5/3/2019	51677	Newmann, Bob	Parking Refund	\$ 1.88
5/3/2019	51678	Pacific Gas & Electric Company	Utilities, Energy Efficient Loan	\$ 16,328.18
5/3/2019	51679	Palace Art & Office Supply	Office Supplies	\$ 198.17
5/3/2019	51680	Parker Diving Service	Diamond Buoy Anchor Salvage	\$ 13,142.26
5/3/2019	51681	Praxair Distribution Inc.	Welding Supplies & Gas	\$ 1,481.41
5/3/2019	51682	Ramos, Brenda	Mileage Expense Reimbursement	\$ 186.30
5/3/2019	51683	Salnias, Jeriel	Key Deposit Refund	\$ 20.00
5/3/2019	51684	San Lorenzo	Bolts, Nuts, Washers	\$ 9.76
5/3/2019	51685	Santa Cruz County Environmental Health Service	Boatyard Hazmat Permit Fee	\$ 419.00
5/3/2019	51686	Santa Cruz Municipal Utilities	Utilities	\$ 8,841.02
5/3/2019	51687	Santa Cruz Sentinel	Legal Notice - Aldo's Seawall Replacement Project	\$ 240.00
5/3/2019	51688	SC Fuels	<i>Twin Lakes</i> Engine Oil	\$ 786.72
5/3/2019	51689	Skip Allan	Key Deposit Refund	\$ 40.00
5/3/2019	51690	Staples Credit Plan	Office Supplies	\$ 676.24
5/3/2019	51691	Svendsen's Boat Works	Boatyard Retail Items, Rental Equipment	\$ 288.39
5/3/2019	51692	Swinehart, Leland	Parking Refund	\$ 10.00
5/3/2019	51693	Taquitos Nayarit	Employee Recognition Luncheon	\$ 700.00
5/3/2019	51694	U.S. Bank Equipment Finance	Copier Lease	\$ 163.48
5/3/2019	51695	Uribe, Arturo	Annual Launch Pass Refund	\$ 350.00
5/3/2019	51696	Washington Chain & Supply, Inc.	Anchor Chain	\$ 10,454.61
5/3/2019	51697	Watry Design, Inc.	Consulting Services: Concession Lot Automation Project	\$ 2,382.50
5/3/2019	51698	West Marine Pro - Boatyard 513724	Boatyard Retail Items	\$ 597.60
5/3/2019	51699	West Marine Pro - 407990	Buoy Lights, <i>Dauntless</i> Pump switch	\$ 92.60
5/20/2019	51700	A Sign ASAP!	Signage	\$ 702.85
5/20/2019	51701	Ace Portable Services	O-Dock Portable Toilet Rental	\$ 95.93
5/20/2019	51702	Allied Administrators for Delta Dental	Dental Insurance	\$ 2,591.52
5/20/2019	51703	AmeriGas	Ancillary Equipment Fuel	\$ 158.35
5/20/2019	51704	Aramark	Foul Weather Gear	\$ 219.35
5/20/2019	51705	AT&T	Telephone	\$ 1,923.85
5/20/2019	51706	Atchison Barisone Condotti & Kovacevich	Legal Consultation	\$ 2,370.00
5/20/2019	51707	CIT	Telephone System Lease	\$ 338.48
5/20/2019	51708	Bay Building Janitorial, Inc.	Janitorial Services, Mechanical Test Plug, PVC Primer & Cement	\$ 5,334.37
5/20/2019	51710	Bow Wow Pet Waste Products	Pet Station Waste Bags	\$ 261.53
5/20/2019	51711	Brass Key Locksmith, Inc.	Vehicle Spare Keys, Door Repair: 333 Lake Avenue	\$ 238.71
5/20/2019	51712	Cale America, Inc.	Receipt Paper for Parking Machine	\$ 157.00
5/20/2019	51713	Carpi & Clay	Washington Representation	\$ 800.00
5/20/2019	51714	Central Coast Systems	Qtrly Fire Alarm Monitor: 2222 East Cliff Drive	\$ 210.00
5/20/2019	51715	Employee #53	Payroll Record	\$ 2,590.20
5/20/2019	51716	Chuck Izenstark	Administrative Report Services	\$ 320.00

Santa Cruz Port District
Accounts Payable Monthly Check Register
 May 2019

Date	No.	Vendor	Description	Amount
5/20/2019	51717	Comcast	Business TV Service	\$ 17.99
5/20/2019	51718	Complete Mailing Service	Statement Mailing & Postage	\$ 521.65
5/20/2019	51719	Computer Technical Specialists, Inc.	Annual Calyptix License, E-mail Scanning & Backup	\$ 1,231.50
5/20/2019	51720	County of Santa Cruz Auditor	Citation Tax (March)	\$ 1,016.50
5/20/2019	51721	County of Santa Cruz DPW	7th & Brommer Overflow Parking	\$ 2,000.00
5/20/2019	51722	Covello & Covello Photography	Historical Harbor Beach Print	\$ 245.81
5/20/2019	51723	Crow's Nest Restaurant	1/2 Concession Lot Garbage (Tenant Reimbursable)	\$ 2,457.18
5/20/2019	51724	Darco Printing & Paper	Printing	\$ 71.83
5/20/2019	51725	Data Ticket, Inc.	Citation Processing (March)	\$ 300.00
5/20/2019	51726	Dennis Harvey	Security Deposit Refund	\$ 303.90
5/20/2019	51727	Elevator Service Company	Monthly Elevator Maint. (Tenant Reimbursable)	\$ 420.00
5/20/2019	51728	Ewing Irrigation Products, Inc.	PVC Drains, Plumbing Supplies	\$ 121.89
5/20/2019	51729	Fastenal Company	Drinking Water, Angle Grinder for <i>Twin Lakes</i> , Rivet Tool, Snorkel Nuts & Hex Screws	\$ 1,758.03
5/20/2019	51730	Ferri, Melanie	Key Deposit Refund	\$ 20.00
5/20/2019	51731	Garda CL West, Inc.	Deposit Courier Service	\$ 259.05
5/20/2019	51732	Gottlieb, Landon	Dock Box Refund Returned	\$ 350.00
5/20/2019	51733	Grainger	Rivets for Stock, Office Supplies, Latex Gloves, First Aid Kit, Lift Station Pump: 493 Lake Ave., Fish Table Cleaning Supplies, Traffic Cones, Cart, Battery, Boatyard Lights, Power Tool Batteries, Charger, Safety Gloves	\$ 3,049.14
5/20/2019	51734	Hartley, Myron	Key Deposit Refund	\$ 40.00
5/20/2019	51735	Home Depot Credit Services	Key Fob Install Tools, Flat Bar Tool, Hole Saw, Arbors, Blades, Tarps, Misc. Tools, Wet/Dry Vacuum, Tool Bag, Drill Bits, Cutting Blades, Vehicle Door Springs, Signage, Door Patch Supplies, Paint, Phone Repair, Coveralls, Packing Tape, Light Bulbs	\$ 1,080.48
5/20/2019	51736	Hose Shop	Aerator Repair & Supplies, <i>Twin Lakes</i> Hydraulic Hose & Supplies	\$ 202.28
5/20/2019	51737	Huse, Matthew	Security Deposit Refund	\$ 267.50
5/20/2019	51738	Illingworth & Rodkin, Inc.	Acoustic Assessment Study	\$ 14,980.00
5/20/2019	51739	Israel, Ken	Security Deposit Refund	\$ 296.50
5/20/2019	51740	JENNINGS, LEW	Key Deposit Refund	\$ 60.00
5/20/2019	51741	Jim Clark	Annual Backflow Testing	\$ 1,776.68
5/20/2019	51742	JON CURCIO	Security Deposit Refund	\$ 182.85
5/20/2019	51743	Kannely, Matt	Key Deposit Refund	\$ 20.00
5/20/2019	51744	KRAFT, MARC	Security Deposit Refund	\$ 201.25
5/20/2019	51745	Large's Metal Fabrication, Inc.	Truck Bed Sheet Metal	\$ 371.07
5/20/2019	51746	Lawson	<i>Twin Lakes</i> : Hydraulics, Hose Fittings, Air Valve, Converter	\$ 4,141.06
5/20/2019	51747	Los Gatos Iron Works, Inc.	Parking Gate Arm	\$ 244.74
5/20/2019	51748	M3 Environmental Consulting	Asbestos Report - Aldo's Demolition	\$ 2,950.00
5/20/2019	51749	MBS Business Systems	Copy Machine Usage Charges	\$ 1,099.11
5/20/2019	51750	McAlpine, Steve	Security Deposit Refund	\$ 70.15

Santa Cruz Port District
Accounts Payable Monthly Check Register
May 2019

Date	No.	Vendor	Description	Amount
5/20/2019	51751	McMaster-Carr Supply Company	Pliers, Wrench, Tape Measure, <i>Twin Lakes</i> Water Pipe Repairs & Flanges	\$ 491.25
5/20/2019	51752	McNally, Ginger	Key Deposit Refund	\$ 20.00
5/20/2019	51753	Mesiti-Miller Engineering, Inc.	Engineering Services: Aldo's Seawall Replacement Project	\$ 20,565.00
5/20/2019	51754	Meyer, Jeff	Security Deposit Refund	\$ 212.08
5/20/2019	51755	Mid County Auto Supply	Wiper Blades, Seal Plug Kit, O-Dock Parking Machine Battery, Hazmat Fuel Pump, PVC Valve Grommet, Weeding Gloves, Shop Towels, Diesel Exhaust Fluid, Epoxy Adhesive, Battery Charger	\$ 731.74
5/20/2019	51756	Mission Uniform Service	Uniform Service & Pant Replacement	\$ 703.26
5/20/2019	51757	Moffat & Nichol	Sea Level Rise Assessment Report	\$ 1,894.50
5/20/2019	51758	Monterey Bay Air Resources District	H2S Permit Modification Request	\$ 1,192.00
5/20/2019	51759	Monterey Bay Marine	Dredge Skiff Stop Switch Cap	\$ 22.86
5/20/2019	51760	MPress Digital Inc.	Business Cards	\$ 413.69
5/20/2019	51761	Naef, Magdalene	Key Deposit Refund	\$ 40.00
5/20/2019	51762	Nicholas Henning	Refuse Collection	\$ 2,250.00
5/20/2019	51763	Operating Engineers Local Union No. 3	OE3 Dues (Payroll Deduction)	\$ 256.00
5/20/2019	51764	Pace Supply Corp	<i>Twin Lakes</i> Water Service Pump Kit	\$ 1,712.69
5/20/2019	51765	Pacific Gas & Electric Company	Utilities	\$ 3,344.00
5/20/2019	51766	Palace Art & Office Supply	Office Supplies	\$ 13.61
5/20/2019	51767	Peninsula Diesel Inc.	Restocking Fee for Returned Equipment	\$ 276.41
5/20/2019	51768	Peterson	Ancillary Equipment Oil Filter	\$ 239.41
5/20/2019	51769	Praxair Distribution Inc.	Cutting Wheels	\$ 30.60
5/20/2019	51770	Quintana, Lee	Security Deposit Refund	\$ 25.00
5/20/2019	51771	RacorStore	Ancillary Equip Fluid Filters	\$ 358.09
5/20/2019	51772	Richard Pasquali	Water Taxi Supplies	\$ 70.34
5/20/2019	51773	Riverside Lighting & Electric	Lighthouse Lightbulbs	\$ 22.90
5/20/2019	51774	Royal Wholesale Electric	Electrical Multitester, Lift Station Fuse	\$ 180.95
5/20/2019	51775	San Lorenzo	Sign Installation Supplies	\$ 35.48
5/20/2019	51777	SC Fuels	Fuel Dock Gas & Diesel, <i>Twin Lakes</i> Engine Oil	\$ 26,904.62
5/20/2019	51776	Santa Cruz Municipal Utilities	Utilities	\$ 4,214.22
5/20/2019	51778	Silva, John	Key Deposit Refund	\$ 20.00
5/20/2019	51779	HD Pro Institutional	Janitorial Supplies	\$ 2,190.62
5/20/2019	51780	Svendson's Boat Works	Dauntless Navigation Lights	\$ 1,212.42
5/20/2019	51781	The Embroidery Works	Harbor Hats	\$ 403.62
5/20/2019	51782	UNUM Life Insurance Co. of America	LTD, Life, AD&D Insurance	\$ 1,179.64
5/20/2019	51783	US Relay	Webcam Service	\$ 484.00
5/20/2019	51784	Valero Marketing & Supply Company	Fleet Fuel	\$ 1,791.51
5/20/2019	51785	Verizon Wireless	Cell Phone & Tablet Service	\$ 313.80
5/20/2019	51786	Vista500 Consulting, LLC	Administrative Report Services	\$ 1,937.50
5/20/2019	51787	VITALE, SAL	Security Deposit Refund	\$ 357.54
5/20/2019	51788	Watry Design, Inc.	Consulting Services: Concession Lot Automation	\$ 1,052.50

Santa Cruz Port District
Accounts Payable Monthly Check Register
May 2019

Date	No.	Vendor	Description	Amount
5/20/2019	51789	West Marine Pro - Boatyard 513724	Boatyard Retail Items	\$ 621.40
5/20/2019	51790	West Marine Pro - 407990	PFD Lights, Horn Signals, Dauntless Bilge Pump Switch, Buoy Lights	\$ 273.59
5/20/2019	51791	Yeh, Tobias	Key Deposit Refund	\$ 40.00
5/20/2019	51792	Zevanove, Steve	Security Deposit Refund	\$ 205.60
5/28/2019	51793	Greenberg, John	Maintenance Truck Utility Bed	\$ 1,650.00
5/28/2019	51794	Toby Goddard	Training Expense Reimbursement	\$ 429.85
5/30/2019	51795	California Department of Fish and Wildlife	Permit Amendment Aldo's Seawall Replacement Project	\$ 447.25
5/31/2019	51796	A.M. Leonard Inc.	Rakes and Brooms	\$ 181.01
5/31/2019	51797	AT&T	Telephone	\$ 783.35
5/31/2019	51798	AT&T Mobility	Tablet Service	\$ 235.50
5/31/2019	51799	B AND B Small Engine	Hedger Inspection	\$ 20.00
5/31/2019	51800	Bartel Associates, LLC	FY19 GASB68 Report (Unfunded Pension Liability)	\$ 1,450.00
5/31/2019	51801	Bay Building Janitorial, Inc.	Janitorial Service	\$ 5,292.00
5/31/2019	51802	Bay Plumbing Supply, Inc.	Restroom Repair: 493 Lake Ave., Plumbing Supplies, Plug for Backflow Repairs	\$ 88.36
5/31/2019	51803	Big Creek	X/J Dock Kayak Storage Lumber	\$ 1,694.81
5/31/2019	51804	Blake Anderson	Mileage Expense Reimbursement	\$ 106.49
5/31/2019	51805	Blueprint Express of Santa Cruz	Plans for Aldo's Demolition Permit	\$ 19.67
5/31/2019	51806	BSD OF SANTA CRUZ	Claim - Vessel Damage (Betty J.)	\$ 900.00
5/31/2019	51807	Cale America, Inc.	Parking Machine Monthly Service	\$ 832.00
5/31/2019	51808	Callan Marine LTD	Dredge Consulting / Services, Supplemental Crew Member	\$ 30,371.18
5/31/2019	51809	Carlson, Jessica	Security Deposit Refund	\$ 112.20
5/31/2019	51810	Carson, Scott	Credit Balance Refund	\$ 69.06
5/31/2019	51811	Citi Cards	Drinking Water, Lift Station Annual Monitoring Service, Dauntless Parts, Employee Luncheon Refreshments, Parking Cart Tire Repair Tools	\$ 747.33
5/31/2019	51812	Comcast	Business Internet	\$ 153.42
5/31/2019	51813	County of Santa Cruz DPW	7th & Brommer Overflow Parking Lot	\$ 1,000.00
5/31/2019	51814	Crenshaw, Marilyn	Key Deposit Refund	\$ 20.00
5/31/2019	51815	Dawson, James	Security Deposit Refund	\$ 252.50
5/31/2019	51816	Ditto's Embroidery	Uniform Shorts & Jackets	\$ 507.94
5/31/2019	51817	First Alarm Security & Patrol, Inc.	Security Patrol	\$ 4,390.89
5/31/2019	51818	Grainger	Paint Supplies, Angle Grinder, Saw Blade	\$ 310.05
5/31/2019	51819	Home Depot Credit Services	Storage Container Repair, Paint Supplies, Canopies, Extension Cord, Phone Line Tools, Pliers, Chain, Silicone, Rust Paint, Twin Lakes Vacuum & Supplies, Electrical Tools, Yellow Paint, Yellow Jacket Trap, File Storage Shelving	\$ 2,670.82
5/31/2019	51820	Kraintz, Matthew	Key Deposit Refund	\$ 20.00
5/31/2019	51821	Kristen Young	Security Deposit Refund	\$ 363.00
5/31/2019	51822	LLoyd's Tire Service	Parking Cart Tires	\$ 97.26
5/31/2019	51823	MacDonald, Ron	Security Deposit Refund	\$ 145.80
5/31/2019	51824	John Mardesich	Security Deposit Refund	\$ 892.48

Santa Cruz Port District
Accounts Payable Monthly Check Register
May 2019

Date	No.	Vendor	Description	Amount
5/31/2019	51825	Marine Travelift, Inc.	Travelift Remote Replacement	\$ 8,890.75
5/31/2019	51826	Matt Kerkes	Mileage Expense Reimbursement	\$ 347.87
5/31/2019	51827	MBS Business Systems	Copier Charges	\$ 156.84
5/31/2019	51828	Mission Uniform Service	Uniform Service	\$ 159.07
5/31/2019	51829	Neopost USA Inc.	Postage	\$ 546.72
5/31/2019	51830	Nicholas Henning	Refuse Collection	\$ 2,250.00
5/31/2019	51831	Pacific Gas & Electric Company	Utilities	\$ 24,907.48
5/31/2019	51832	Pacific Gas & Electric Company	Utilities	\$ 7,526.51
5/31/2019	51833	Parker, Randy	Key Deposit Refund	\$ 60.00
5/31/2019	51834	Pellone, David	Security Deposit Refund	\$ 505.40
5/31/2019	51835	Praxair Distribution Inc.	Welding Supplies	\$ 85.50
5/31/2019	51836	Randy Marty	Expense Reimbursement - Tool	\$ 27.28
5/31/2019	51837	Ronzano, Thomas	Security Deposit Refund	\$ 136.58
5/31/2019	51838	Roskosz, Charlie	Key Deposit Refund	\$ 40.00
5/31/2019	51839	Ryan Stephenson	Expense Reimbursement - Boatyard Tools	\$ 103.59
5/31/2019	51840	Santa Cruz Electronics, Inc.	30A Contactor for Lift Station	\$ 315.99
5/31/2019	51841	Santa Cruz Municipal Utilities	Utilities	\$ 13,036.00
5/31/2019	51842	Santa Cruz Sentinel	Annual Newspaper Subscription	\$ 319.76
5/31/2019	51843	SC Fuels	Fuel Dock Gas & Diesel	\$ 76,261.60
5/31/2019	51844	Sean Rothwell	Training Expense Reimbursement	\$ 546.20
5/31/2019	51845	SDRMA	Worker's Compensation Insurance	\$ 79,306.26
5/31/2019	51846	Staples Credit Plan	Office Supplies	\$ 169.76
5/31/2019	51847	Svensen's Boat Works	Boatyard Retail Items	\$ 220.00
5/31/2019	51848	Triton Construction	Designated Operator Service	\$ 75.00
5/31/2019	51849	Valero Marketing & Supply Company	Fleet Fuel	\$ 1,773.53
5/31/2019	51850	Wadler, Harold	Key Deposit Refund	\$ 20.00
5/31/2019	51851	Weinschenk, John	Security Deposit Refund	\$ 318.90
5/31/2019	51852	West Marine Pro	Boatyard Retail Items	\$ 10.96
5/31/2019	51853	West Marine Pro	Almar Supplies	\$ 10.36
5/1/2019	EFT	ChargeltPro	Front Desk Credit Card Fees	\$ 1,675.06
5/1/2019	EFT	Electronic Payments	Fuel Dock Credit Card Fees	\$ 844.43
5/1/2019	EFT	Merchant Services	CALE Credit Card Fees	\$ 1,333.24
5/1/2019	EFT	Merchant Services	Online Billpay Credit Card Fees	\$ 170.78
5/1/2019	EFT	PAYCHEX	Time & Attendance Fees	\$ 109.25
5/1/2019	EFT	Transaction Express	Online Billpay ACH Fees	\$ 215.04
5/3/2019	EFT	Various Employees	Payroll 4/16/19-4/30/19	\$ 18,318.31
5/3/2019	EFT	PAYCHEX	Payroll 4/16/19-4/30/19 (Direct Deposits)	\$ 89,548.05
5/3/2019	EFT	PAYCHEX	Payroll Service Fees	\$ 469.44
5/7/2019	EFT	Citi Cards	Citi Card Statement	\$ 716.17
5/7/2019	EFT	Comerica Cardmember Services	Website Domain Renewal, Training Expense	\$ 346.97

Santa Cruz Port District
Accounts Payable Monthly Check Register
 May 2019

Date	No.	Vendor	Description	Amount
5/7/2019	EFT	Comerica Cardmember Services	Training Expenses, Tools, Boatyard Tools, <i>Twin Lakes</i> Cathodic Projection System, Bottle Jacks, Asbestos Testing Kit, Dewatering Pump Supplies	\$ 10,400.59
5/8/2019	EFT	Merchant Services	Boatyard Credit Card Charges	\$ 688.12
5/8/2019	EFT	California State Disbursement Unit	Wage Garnishment	\$ 250.00
5/8/2019	EFT	CalPERS	Health Insurance	\$ 34,474.44
5/8/2019	EFT	CalPERS	Retirement (Employee & Employer Contribution)	\$ 674.06
5/8/2019	EFT	CalPERS	Retirement (Employee & Employer Contribution)	\$ 6,918.09
5/8/2019	EFT	CalPERS	Retirement (Employee & Employer Contribution)	\$ 7,268.96
5/8/2019	EFT	Empower Retirement	457 Payments (Payroll Deduction)	\$ 2,726.34
5/10/2019	EFT	ChargeltPro	Front Desk Credit Card Gateway Fee	\$ 15.00
5/10/2019	EFT	Comerica Bank-Cost Center	Bank Fees	\$ 1,050.67
5/18/2019	EFT	Home Depot Credit Services	Storage Container Repair	\$ 27.28
5/20/2019	EFT	PAYCHEX	Payroll Service Fees	\$ 469.44
5/20/2019	EFT	Various Employees	Payroll 5/1/19-5/15/19	\$ 18,635.34
5/20/2019	EFT	PAYCHEX	Payroll 5/1/19-5/15/19 (Direct Deposits)	\$ 86,594.59
5/22/2019	EFT	CalPERS	Retirement (Employee & Employer Contribution)	\$ 7,269.55
5/22/2019	EFT	CalPERS	Unfunded Accrued Liability	\$ 296.54
5/22/2019	EFT	CalPERS	Unfunded Accrued Liability	\$ 18,668.40
5/22/2019	EFT	CalPERS	Unfunded Accrued Liability	\$ 446.33
5/22/2019	EFT	CalPERS	Retirement (Employee & Employer Contribution)	\$ 6,748.61
5/22/2019	EFT	CalPERS	Retirement (Employee & Employer Contribution)	\$ 658.22
5/22/2019	EFT	Empower Retirement	457 Payments (Payroll Deduction)	\$ 2,509.51
5/22/2019	EFT	Svensden's Boat Works	Boatyard Retail Items	\$ 240.35
5/23/2019	EFT	California State Disbursement Unit	Wage Garnishment	\$ 250.00
5/29/2019	EFT	Merchant Services	Boatyard Credit Card Fees	\$ 414.16
5/31/2019	EFT	Mid County Auto Supply	Mats & Seat Covers	\$ 10.79
Total May 2019 Disbursements				\$ 863,545.65

Harbormaster’s Report

May 2019

Boatyard Report Statistics:

	March	April	May
Haul outs	22	23	26
Hang in straps (surveys)	11	12	7
Haul from water onto trailer	0	0	0
Splash	23	25	23
To/From trailer	2	1	2
Crain Ops	0	1	0
Masts	0	0	0
Trailerred boats (no lift)	0	0	0
Pressure Wash	0	0	0

Boatyard Report Activities:

Nothing remarkable to report.

Harbor Activities/Events/News:

The first Crow’s Nest beach barbeque of the season took place on May 30, 2019.

Seasonal water taxi operations began Memorial Day weekend.

The Santa Cruz Port District entered into its second year of collaboration with the Monterey Bay Fisheries Trust (MBFT) for the 2019 Lost Gear Recovery Project. MBFT administers the program, boaters help locate the lost gear, designated fishermen recover the gear, and harbor districts provide storage. Gear recovered from the Santa Cruz area will be stored in the southeast corner of boatyard along the south wall through September 1, 2019. Mariners are encouraged to record the coordinates of sited gear and email the information to Harbormaster Marshall.

Two Deputy Harbormasters presented a safety talk to the Moore 24 fleet at the Santa Cruz Yacht Club.

The Monterey Bay Salmon and Trout Project released 120,000 salmon smolt into the bay. The barge was loaded with juvenile fish in the launch ramp and brought towed into the entrance by harbor patrol for the release.

Staff participated in the annual National Safe Boating week. Staff operated an exchange booth where parents were encouraged to turn in their old or ill-fitting personal flotation devices (PFDs) for children in exchange for a new Coast Guard approved PFD. Staff also handed out safe boating informational packets and flyers.

No vessel use list report is included in this month's agenda, as there was no list for 2018.

Training/Conferences:

Marina Management

All Deputy Harbormaster staff attended an in house marina management refresher course. Topics covered were; liveboards, partnerships, subleases, electronic key fobs, one year slip license agreements, slip leave options, as well as updated partnership and sublease fee schedules.

Crisis Intervention Training

One staff member attended a three-day Crisis Intervention course sponsored by the Santa Cruz Sheriff's Office. Topics included; Santa Cruz County behavioral health crisis services, field response tips, ways to build resilience, and medication identification.

Less Lethal Instructors course

One Deputy Harbormaster attended a one-day Less Lethal Instructor course and obtained an instructor certification.

Firearms and Less Lethal Launch Qualifications

Deputy Harbormasters attended the quarterly firearms qualifications. Staff also received training and practice on the new less lethal launch equipment.

Fuel Prices:

Unleaded	\$3.97
Commercial Unleaded	\$3.71
Diesel	\$3.56
Commercial Diesel	\$3.46

Facilities and Engineering Manager's Report

Public Meeting of June 25, 2019

Dredging:

Twin Lakes Move

Crews successfully moved *Twin Lakes* to her off-season mooring in the north harbor on June 19, 2019.

Entrance Dredging

Entrance dredging ended for the season on June 7, 2019. Digging in the entrance was significantly challenging this season due to the powerful winter storms experienced.

Summer Season

Crews have begun to demobilize the dredge operation by breaking down the pipelines on harbor beach, all of the floating pipe, and pressure washing the dredge cans. Projects to be completed this summer include installing the generator on *Twin Lakes*, installing the Enpak on *Dauntless*, and replacing the decking on *Dauntless*, and maintenance on *Squirt*.

Maintenance:

West Side Paving Repairs

Paving repairs from G2-Dock to FF-Dock have been scheduled for the week of June 24, 2019. The work is expected to be completed within 6 days.

Security Cameras

Security cameras have been installed in six locations: O-Dock, Boatyard, J-Dock, Maintenance Yard, FF-Dock, and D-Dock.

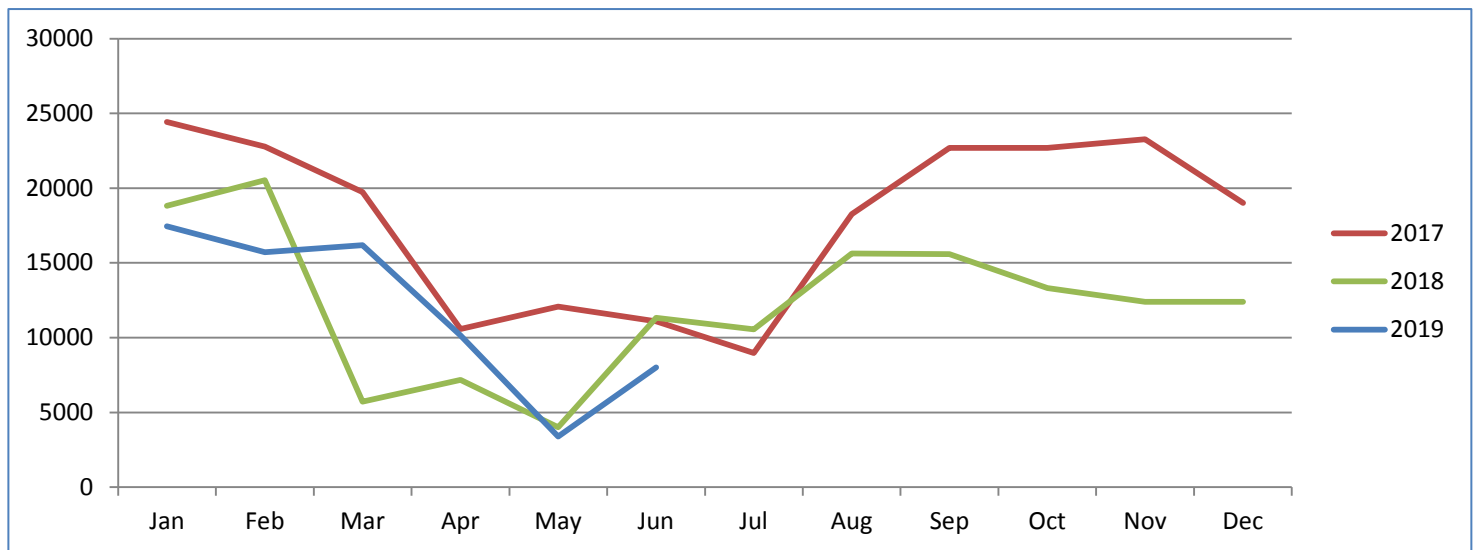
Kayak Rack

Crews have built the new kayak storage rack at J-Dock.

Santa Cruz Port District
90+ DAY DELINQUENT ACCOUNTS

The following accounts have balances 90 days delinquent or greater as of June 19, 2019

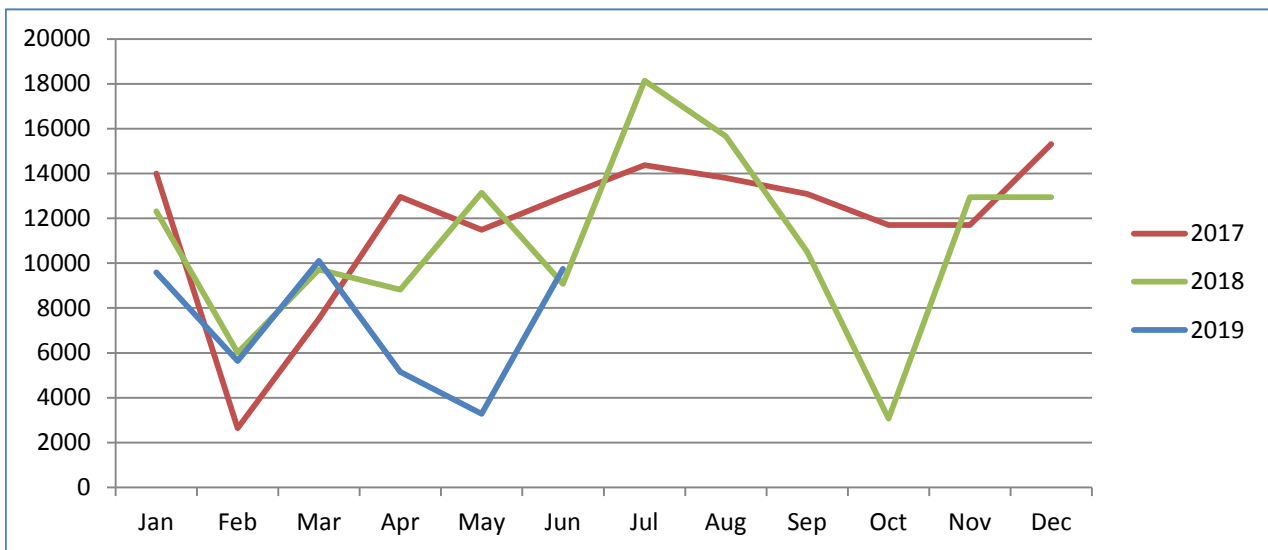
Account Number	Current Month	30 Day Balance	60 Day Balance	90+ Day Balance	Total Balance	Commercial Slip	Action
57096	0.00	0.00	0.00	1,073.74	1,073.74		Bad Debt
42228	820.35	741.42	774.11	713.02	3,048.90	X	Payment Plan
3279	406.05	402.96	399.86	343.00	1,551.87		Revoke 6/30/19
45891	519.99	515.95	447.45	285.42	1,768.81		Revoke 6/30/20
57928	148.94	147.93	146.92	117.99	561.78		Revoke 6/30/21
TOTAL:	1,895.33	1,808.26	1,768.34	2,533.17	8,005.10		



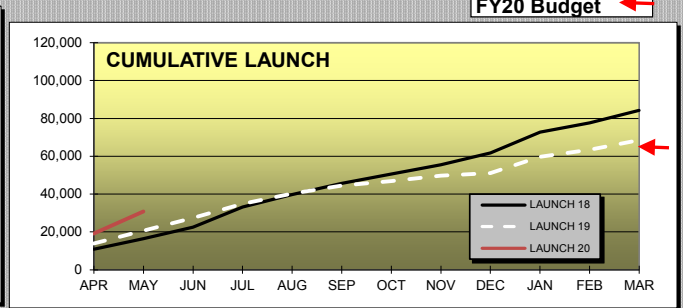
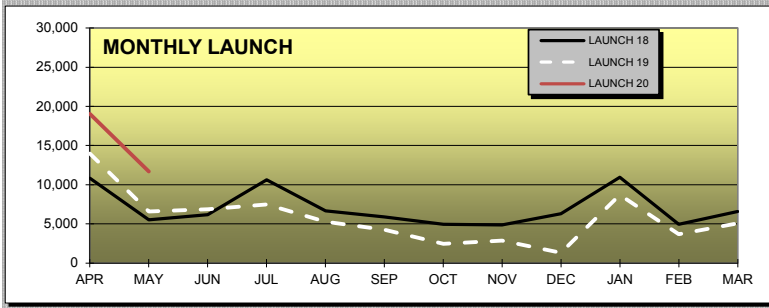
Santa Cruz Port District
60 DAY DELINQUENT ACCOUNTS

The following accounts have balances 60 days delinquent as of June 18, 2019

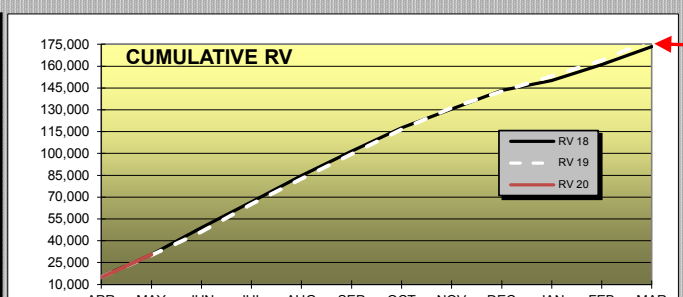
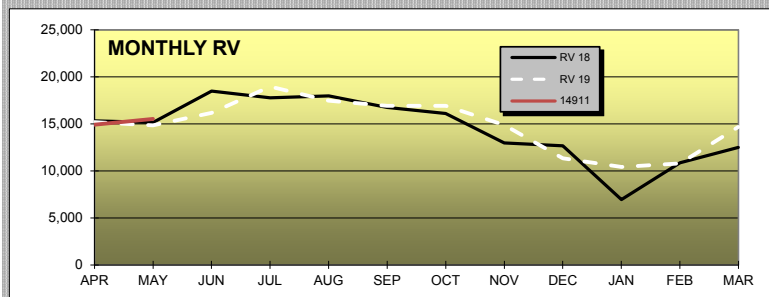
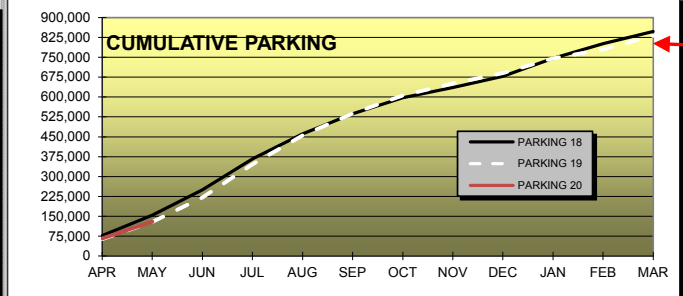
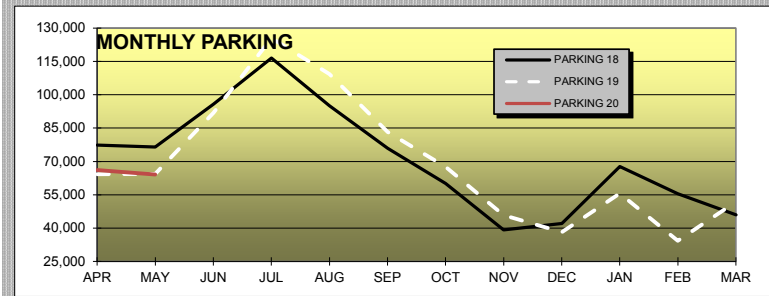
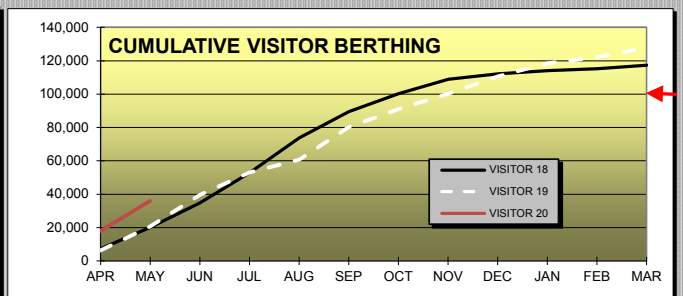
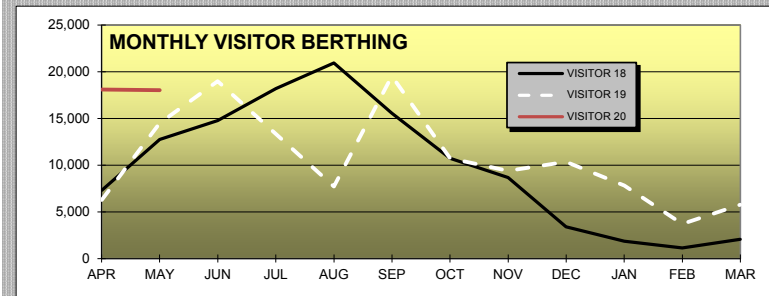
Account Number	Current Month	30 Day Balance	60 Day Balance	90 Day Balance	Total Balance
58022	388.97	707.94	353.97	0.00	1,450.88
44296	500.13	461.53	479.79	0.00	1,441.45
103	465.13	701.53	227.63	0.00	1,394.29
48666	437.79	416.71	309.32	0.00	1,163.82
56356	364.86	362.07	272.99	0.00	999.92
45787	400.83	397.73	88.02	0.00	886.58
56575	425.16	415.79	12.33	0.00	853.28
1918	328.36	299.30	20.00	0.00	647.66
57943	183.36	182.06	124.49	0.00	489.91
57229	82.80	82.32	56.85	0.00	221.97
48170	82.65	82.18	39.61	0.00	204.44
Total:	3,660.04	4,109.16	1,985.00	0.00	9,754.20



SEASONAL INCOME



FY20 Budget ←





TO: Port District Commission
FROM: Latisha Marshall, Harbormaster
DATE: June 1, 2019
SUBJECT: Crime/Incident/Citation Report May 2019

Crime Reports, Assists Outside Department and Incident Reports:

- 5.2.19 Harbor Patrol took an incident report after a slip renter tripped and fell on the dock. Minor injuries reported, but the victim refused medical treatment.
- 5.2.19 Harbor Patrol responded to a medical emergency in the area of U-dock. Harbor Patrol deployed the defibrillator and administered CPR to an unresponsive male subject. The subject was later pronounced dead at the scene and the County Coroner was called to remove the body.
- 5.10.19 Harbor Patrol took a vandalism report after a slip renter reported that an unknown subject placed gallons of water into his fuel tank. The slip renter stated that a certified mechanic confirmed the incident. No suspect information is available.
- 5.10.19 Harbor Patrol took an incident report after an individual tripped and fell in the concession parking lot. No injuries reported.
- 5.11.19 Harbor Patrol took an accident report after the Team O'Neill catamaran reported their hull potentially struck a dredging anchor cable during minus tide. No injuries reported.
- 5.12.19 Harbor Patrol took an accident report after the Chardonnay II reported that they potentially struck a dredging anchor cable on two occasions when transiting the channel during minus tide. No injuries reported.
- 5.13.19 Harbor Patrol took an accident report after the dredge workboat, *Dauntless*, struck three vessels on L-Dock during heavy surge. No injuries reported.
- 5.16.19 Harbor Patrol took an accident report at the boatyard after the travelift caused damage to a VHF antenna on the *Chardonnay II* sailboat during a vessel move. No injuries reported.

- 5.19.19 Harbor Patrol took an incident report of a partially submerged vessel on W-Dock. The vessel was dewatered and towed to the launch ramp where it was placed on a trailer.
- 5.19.19 Harbor Patrol took an accident report after a Zodiac vessel struck a dredge pipe in the channel. No injuries reported.
- 5.22.19 Harbor Patrol responded to a report of a catamaran in distress in the area of the mile buoy. Upon arrival, the catamaran was overturned and the operators were unable to right the craft. Vessel Assist was unavailable, so Harbor Patrol assisted in towing the catamaran back to the harbor. No injuries reported.
- 5.24.19 Harbor Patrol took an accident report of a hit-and-run to a parked vehicle in the area of FF-dock. A witness reported the incident to harbor patrol. Witness contact information was not obtained. The owner of the vehicle was located and reported minor damages to vehicle caused by the hit-and-run.
- 5.26.19 Harbor Patrol was dispatched to a disorderly, intoxicated subject in the concession parking lot area. The subject was subsequently arrested, transported to the sobering center, and denied admittance due to prior bad behavior. Subject was then transported to County jail.
- 5.27.19 Harbor Patrol took an accident report after a vessel operator reported hitting a suspected submerged dredging pipe in the channel. The vessel operator reported minor scuffing on the bottom of his keel. No injuries reported.
- 5.27.19 Harbor Patrol took an accident report after a vessel operator, attempting to return to his slip, hit a stationary vessel. The stationary vessel owner was contacted and informed of moderate damage reported. No injuries reported.

Search/Rescue/Recovery:

- 5.4.19 Harbor Patrol responded to a report of a vessel in distress at the channel entrance. Harbor Patrol towed the vessel to the fuel dock after it was determined that the operator lost engine power.
- 5.6.19 Harbor Patrol responded to a report of a vessel adrift in the area of Main Beach. Vessel Assist was unavailable to respond, so Harbor Patrol towed the vessel and occupants to the harbor. No injuries reported.
- 5.11.19 Harbor Patrol was dispatched to a swimmer in distress near Its Beach. Prior to arrival, rescue swimmers were able to bring the subject safely to shore.
- 5.13.19 Harbor Patrol responded to a report of a dinghy in distress in heavy swell at the channel entrance. Vessel Assist was unavailable to respond, so Harbor Patrol towed the dinghy safely into the harbor.

- 5.14.19 Harbor Patrol responded to a report of two surfers in distress near the Hook. The victim was extricated landside by rescue swimmers.
- 5.14.19 Harbor Patrol responded to a report of a surfer in distress in the area of 36th Avenue. The victim was extricated landside by rescue swimmers.
- 5.15.198 Harbor Patrol responded to a report of a swimmer in distress in the area of Sunny Cove. Prior to arrival, the swimmer was able to self-rescue.
- 5.15.19 Harbor Patrol was dispatched to an unconfirmed vessel in distress in the area of Capitola Beach. Due to hazardous conditions, Harbor Patrol was unable to respond. The vessel eventually beached in Capitola. No persons on board.
- 5.18.19 Harbor Patrol was dispatched to a vessel in distress in the area of 3 Mile Beach. The vessel was in danger of running ashore, so Harbor Patrol performed a stern tow and brought the vessel and passengers safely to the harbor.
- 5.26.19 Harbor Patrol was dispatched to a water rescue in the area of the Santa Cruz Wharf. Upon arrival, the victims were assisted ashore by lifeguards.
- 5.27.19 Harbor Patrol responded to a report of two paddle boarders in distress near the Santa Cruz Wharf. Lifeguards assisted one paddle boarder ashore; the other reported no distress and went ashore independently.
- 5.27.19 Harbor Patrol responded to a report of two body boarders in distress off West Cliff Drive in the area known as the toilet bowl. Both subjects were able to self-rescue prior to arrival.
- 5.29.19 Harbor Patrol was dispatched to a water rescue at Natural Bridges. Victims were extricated from the cliff.

Parking citations: 173

Port Commission Review Calendar 2019-20

2019

January-March

- ✓ Committee assignments for 2019
- ✓ Sea Scouts' bi-annual report
- ✓ Slip vacancy bi-annual report / waiting list statistics
- ✓ FY 20 Budget
- ✓ Review 5-year CIP
- ✓ Ethics Training Update
- ✓ Form 700 Filing (due by 03/31 each year)
- ✓ Bi-annual Anti-Harassment/Anti-Discrimination Training

April-June

- Dredge Report 2018-19 (postponed to July)
- ✓ Vessel Use List Review
- ✓ Review of FY20 Fee Schedule

July-September

- ___ Vessel Insurance Policy Review
- ___ Review of O'Neill Sea Odyssey slip rent reduction / charter fee. PC action of 07/07
- ___ Sea Scouts' bi-annual report
- ___ Slip vacancy bi-annual report / waiting list statistics

October-December

- ___ Annual review of business use of slips
- ___ Port Commission officers for 2020
- ___ Nexus Wealth Advisors lease exp. 11/30/19 (2) 3 year options
- ___ Bayside Marine lease exp. 01/31/20 (1) 2 year options

Committee Review Items (timeline not specified)

- ✓ Outside Contractors (Policy Committee)

2020

January-March

- ___ Committee assignments for 2020
- ___ Sea Scouts' bi-annual report
- ___ Slip vacancy bi-annual report / waiting list statistics
- ___ FY 21 Budget
- ___ Review 5-year CIP
- ___ Review of NH sublet fee structure (exp. 3/31/20)
- ___ Ethics Training Update
- ___ Form 700 Filing (due by 03/31 each year)

April-June

- ___ Dredge Report 2019-20
- ___ Vessel Use List Review
- ___ Biannual Update to Conflict of Interest Code
- ___ Crow's Nest lease exp. 04/30/20 (Suite 130) 2 (5) year options

July-September

- ___ Vessel Insurance Policy Review
- ___ Review of O'Neill Sea Odyssey slip rent reduction / charter fee. PC action of 07/07
- ___ Sea Scouts' bi-annual report
- ___ Slip vacancy bi-annual report / waiting list statistics

October-December

- ___ Annual review of business use of slips
- ___ Port Commission officers for 2020
- ___ Nexus Wealth Advisors lease exp. 11/30/19 (2) 3 year options
- ___ Bayside Marine lease exp. 01/31/20 (1) 2 year options

Future Calendar

- ___ ABC End-Tie review after Murray Street Bridge Retrofit

2020

- ___ Biennial Update to Conflict of Interest Code

2021

- ___ Bi-annual Anti-Harassment/Anti-Discrimination Training

Key

- ___ Pending
- In process
- ✓ Done