



CITY COUNCIL
Maureen Toms, Mayor
Cameron Sasai, Mayor Pro Tem
Anthony Tave, Council Member
Norma Martinez-Rubin, Council Member
Devin T. Murphy, Council Member

PINOLE CITY COUNCIL MEETING AGENDA

**May 7, 2024
5:00 PM**

**Attend in Person: PINOLE CITY COUNCIL CHAMBERS - 2131 PEAR STREET
OR
Attend VIA ZOOM TELECONFERENCE – Details provided below**

How to Submit Public Comments:

In Person:

Attend meeting at the Pinole City Council Chambers, fill out a yellow public comment card and submit it to the City Clerk.

Via Zoom:

Members of the public may submit a live remote public comment via Zoom video conferencing. Download the Zoom mobile app from the Apple Appstore or Google Play. If you are using a desktop computer, you can test your connection to Zoom by clicking [here](#). Zoom also allows you to join the meeting by phone.

From a PC, Mac, iPad, iPhone or Android:

<https://us02web.zoom.us/j/89335000272>

Webinar ID: 893 3500 0272

By phone: +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799

- Speakers will be asked to provide their name and city of residence, although providing this is not required for participation.
- Each speaker will be afforded up to 3 minutes to speak (subject to modification by the Mayor)
- Speakers will be muted until their opportunity to provide public comment.

When the Mayor opens the comment period for the item you wish to speak on, please use the “raise hand” feature (or press *9 if connecting via telephone) which will alert staff that you have a comment to provide and press *6 to unmute. To comment with your video enabled, please let the City Clerk know you would like to turn your camera on once you are called to speak.

Written Comments:

All comments received **before 3:00 pm the day of the meeting** will be posted on the City’s website on the agenda page (Agenda Page Link) and provided to the City Council prior to the meeting. Written comments will not be read aloud during the meeting. **Email comments to comment@ci.pinole.ca.us** Please indicate which item on the agenda you are commenting on in the subject line of your email.

OTHER WAYS TO WATCH THE MEETING

LIVE ON CHANNEL 26. They are retelecast the following week. The Community TV Channel 26 schedule is published on the city's website at www.ci.pinoles.ca.us.

VIDEO-STREAMED LIVE ON THE CITY'S WEBSITE, www.ci.pinoles.ca.us and remain archived on the site for five (5) years.

If none of these options are available to you, or you need assistance with public comment, please contact the City Clerk, Heather Bell at (510) 724-8928 or hbell@ci.pinoles.ca.us.

Americans With Disabilities Act: In compliance with the Americans With Disabilities Act of 1990, if you need special assistance to participate in a City Meeting or you need a copy of the agenda, or the agenda packet in an appropriate alternative format, please contact the City Clerk's Office at (510) 724-8928. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Note: Staff reports are available for inspection on the City Website at www.ci.pinoles.ca.us. You may also contact the City Clerk via e-mail at hbell@ci.pinoles.ca.us.

Ralph M. Brown Act. Gov. Code § 54950. In enacting this chapter, the Legislature finds and declares that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly and that their deliberations be conducted openly. The people of this State do not yield their sovereignty to the agencies, which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created.

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

2. LAND ACKNOWLEDGMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision: (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself /herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov't Code § 87105.

4. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.

A. CONFERENCE WITH LABOR NEGOTIATORS

Gov. Code § 54957.6

Agency designated representatives: Gregory Ramirez, IEDA

Employee organization: Management Compensation Plan (MCP)

B. CONFERENCE WITH LABOR NEGOTIATORS

Gov. Code § 54957.6

Agency designated representatives: Interim City Manager, Neil Gang, Human Resources Director, Stacy Shell, and Gregory Ramirez, IEDA

Employee organization: AFSCME

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

6. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting. PLEASE SEE THE COVERSHEET OF THE AGENDA FOR INSTRUCTIONS ON HOW TO SUBMIT PUBLIC COMMENTS

7. RECOGNITIONS / PRESENTATIONS / COMMUNITY EVENTS

A. Proclamations

1. 55th Annual Professional Municipal Clerk's Week

2. Public Service Recognition Week

3. Affordable Housing Month

4. Police Officer Week and Peace Officer's Memorial Day

B. **Presentations**

1. Townsend Public Affairs Grants Work

8. **REPORTS & COMMUNICATIONS**

A. Mayor Report

1. Announcements

B. Mayoral & Council Appointments

1. Planning Commission

C. City Council Committee Reports & Communications

D. Council Requests for Future Agenda Items

E. City Manager Report / Department Staff

F. City Attorney Report

9. **CONSENT CALENDAR**

All matters under the Consent Calendar are considered to be routine and noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the Consent Calendar.

A. Approve the Minutes of the Regular City Council Meeting on April 16, 2024.

B. Receive the April 6, 2024 – May 3, 2024 List of Warrants in the Amount of \$1,089,234.92, and the April 26, 2024 Payroll in the amount of \$495,090.48.

C. Award A Contract For Consulting Services For Solid Waste, Recycling And Organic Material Agreements Negotiation (RFP No. PW-2024-01) To R3 Consulting Group, Inc. In An Amount Not To Exceed \$48,000 **Action: Adopt Resolution per Staff Recommendation (Sanjay Mishra)**

D. Adopt A Resolution To Approve A List Of Projects For Fiscal Year 2024/25 Funded By Sb 1: The Road Repair And Accountability Act Of 2017 **Action: Adopt Resolution per Staff Recommendation (Sanjay Mishra)**

E. Adopt a Resolution of Support for the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) **Action: Adopt a Resolution per Staff Recommendation (Lilly Whalen)**

F. Approve An Agreement For A Citywide VoIP Phone System Replacement Project With RingCentral And Appropriate Funding In The Amount Not To Exceed \$19,229.81 For The Upgrade Of The Stencil Voice Logging Recorder System **Action: Adopt Resolution Per Staff Recommendation (Fiona Epps, Matt Avery)**

G. Urgency Ordinance Extending a Temporary Moratorium on the Establishment of New Service

Stations or Expansion of Existing Service Stations **Action: Adopt an Urgency Ordinance per Staff Recommendation (Lilly Whalen, Alex Mog)**

- H. Adopt a Resolution to Amend the Master Salary Schedule **Action: Adopt a Resolution per Staff Recommendation (Stacy Shell, Charlene Davis)**
- I. Approval of East Bay Wildfire Prevention Coordinating Group Memorandum of Understanding **Action: Approve MOU per Staff Recommendation (Neil Gang)**
- J. Waive Second Reading Of Ordinance Amending Section 1.02.010 Of The Pinole Municipal Code And Adopt A New City Seal **Action: Staff recommends the City Council waive the second reading and adopt an Ordinance amending Section 1.02.010 of the Pinole Municipal Code to adopt a new City Seal. (Eric Casher)**
- K. Adopt A Resolution Initiating Proceedings For The Annual Levy Of Assessments And Ordering The Preparation Of The Annual Engineer's Report For The Pinole Valley Road Landscape And Lighting Assessment District (LLAD) For Fiscal Year 2024/2025 **Action: Adopt a Resolution per Staff Recommendation (Sanjay Mishra)**

10. PUBLIC HEARINGS

Citizens wishing to speak regarding a Public Hearing item should fill out a speaker card prior to the completion of the presentation, by first providing a speaker card to the City Clerk. **An official who engaged in an ex parte communication that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.**

None

11. OLD BUSINESS

- A. Provide Direction on Potential Ballot Measures to Raise Revenue: Charter City and Real Property Transfer Tax, Sales Tax and Utility User's Tax **Action: Provide Direction Per Staff Recommendation (Eric Casher, Markisha Guillory)**

12. NEW BUSINESS

- A. Introduction and Review of the Public Review Draft Climate Action and Adaptation Plan **Action: Receive Presentation and Provide Direction (Kapil Amin, Lilly Whalen)**

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)

Open only to members of the public who did not speak under the first Citizens to Be Heard, Agenda Item 6 **Citizens may speak under any item not listed on the Agenda.** The time limit is 3 minutes for City Council items and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.

14. ADJOURNMENT to the Regular City Council Meeting of May 21, 2024 in Remembrance of Amber Swartz.

I hereby certify under the laws of the State of California that the foregoing Agenda was posted on the bulletin board at the main entrance of Pinole City Hall, 2131 Pear Street Pinole, CA, and on the City's website, not less than 72 hours prior to the meeting date set forth on this agenda.

Heather Bell, CMC

City Clerk

POSTED: Friday, May3, 2024 at 3:00 pm



Proclamation

55th ANNUAL PROFESSIONAL MUNICIPAL CLERKS WEEK MAY 5 - 11, 2024

WHEREAS, The Office of the Professional Municipal Clerk, a time honored and vital part of local government exists throughout the world; and

WHEREAS, The Office of the Professional Municipal Clerk is the oldest among public servants; and

WHEREAS, The Office of the Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies, and agencies of government at other levels; and

WHEREAS, Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all; and

WHEREAS, The Professional Municipal Clerk serves as the information center on functions of local government and community; and

WHEREAS, Professional Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Professional Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county, and international professional organizations; and

WHEREAS, it is most appropriate that we recognize the accomplishments of the Office of the Professional Municipal Clerk.

NOW, THEREFORE, I, Maureen Toms, Mayor of the City of Pinole, County of Contra Costa, State of California, on behalf of the City Council and the City of Pinole, proudly recognize do recognize the week of **May 5 through 11, 2024, as PROFESSIONAL MUNICIPAL CLERKS WEEK**, and further extend appreciation to our Professional Municipal Clerk, Heather Bell, Professional Municipal Deputy City Clerk, Roxane Stone, and Administrative Assistant, Olivia Rojo, and to all Professional Municipal Clerks for the vital services they perform and their exemplary dedication to the communities they represent.

MAUREEN TOMS
MAYOR of the City of Pinole

Dated: May 7, 2024



Proclamation

PUBLIC SERVICE RECOGNITION WEEK **May 6-10, 2024**

WHEREAS, Americans are served every single day by public servants at the federal, state, county, and city levels. These individuals do the work that keeps our nation working; and across our nation, public employees take not only positions, but oaths; and

WHEREAS, Public Service Recognition Week is a time set aside each year to honor all individuals who serve our nation as federal, state, county, and local government employees; and

WHEREAS, many public servants risk their lives each day in service to the people of our communities, as well as operate our public facilities and provide the diverse services desired by the American people with integrity and efficiency; and

WHEREAS, public servants provide the institutional knowledge, experience, and continuity that supports the long term sustainability of our community assets and organizational history; and

WHEREAS, here in our city, our staff promotes and sustains the high quality of life in Pinole, and in partnership with our community delivers cost-effective services in a personal, responsive, and innovative manner; and

WHEREAS, the City of Pinole has 99 dedicated regular employees, of which 24% have over one decade of continuous service to our community, and of those employees, 42% have over two decades of continuous service to our community; and

WHEREAS, in 2023, the following City of Pinole employees celebrated milestone years of service.

Roxane Stone – 5 years
Caroline Powell – 5 years
Jason Dean – 5 years
Nathaniel Bull-Louis – 5 years
Kristina Marie Santoyo – 5 years
Xiaohong Zhu – 5 years

Eugene Lew – 10 years
Neil Gang – 10 years
Maria Mata Echeverria – 10 years
Barry Duggan – 10 years
Kyle Breckenridge – 10 years
Steven Lightfoot – 15 years

NOW, THEREFORE, I, MAUREEN TOMS, the Mayor of the City of Pinole do hereby proclaim that May 6, 2024, to May 10, 2024, is Public Service Recognition Week. All citizens are encouraged to recognize the accomplishments and contributions of government employees at all levels — federal, state, county, and city — and especially our City of Pinole employees.

MAUREEN TOMS
MAYOR of the City of Pinole

Dated: May 7, 2024



Proclamation

AFFORDABLE HOUSING MONTH MAY 2024

***WHEREAS**, quality affordable homes are vital to healthy, safe, and racially just communities; and*

***WHEREAS**, as East Bay Housing Organizations proudly commemorates its 40th anniversary, it continues to champion affordable housing in the East Bay, fostering a racially and economically just community for all; and*

***WHEREAS**, even before current high inflation rates, increasing housing costs led longtime residents to be displaced, live in overcrowded homes, or experience homelessness, threatening our region's racial diversity and economic opportunity; and*

***WHEREAS**, stable affordable homes are the solution to homelessness, and support seniors, families, youth, veterans, people with disabilities or special needs, and our whole community; and*

***WHEREAS**, the upcoming November 2024 ballot presents a unique opportunity to vote on a regional bond that will generate upwards of \$10-\$20 billion for the creation of affordable housing and homelessness solutions across the nine counties, signaling the importance of unity among our communities; and*

***WHEREAS**, this general obligation bond measure would build and preserve tens of thousands of new affordable homes, house hundreds of thousands of our neighbors, and generate tens of thousands of jobs; and*

***WHEREAS**, local housing organizations are continuing to recognize May as Bay Area Affordable Housing Month because regional action to a growing regional housing crisis is an essential part of recovery from the pandemic and the work to ensure that everyone has an affordable and stable home; and*

***WHEREAS**, East Bay Housing Organizations has organized Affordable Housing Week for 28 years, acknowledging the need for and benefits of affordable homes.*

***NOW, THEREFORE, I, MAUREEN TOMS**, Mayor of the City of Pinole, County of Contra Costa, State of California, on behalf of the City Council and the entire City of Pinole, do hereby proclaim **MAY 2024 as AFFORDABLE HOUSING MONTH** in the City of Pinole, where we continue to work to support affordable and stable housing at the local, regional, state, and federal levels.*

MAUREEN TOMS
MAYOR of the City of Pinole

Dated: May 7, 2024



Proclamation

POLICE OFFICER WEEK
MAY 13-19, 2024
PEACE OFFICER'S MEMEORIAL DAY
MAY 15, 2024

***WHEREAS**, there are approximately 900,000 law enforcement officers serving in communities across the United States, including our current thirty sworn members of the Pinole Police Department; and*

***WHEREAS**, in a Resolution approved by the United States Congress in 1962, the President is authorized and requested to issue proclamations designating May 15th of each year as Peace Officers Memorial Day in honor of Federal, State and municipal officers who have been killed or disabled in the line of duty, and designating in each year the calendar week during which May 15 occurs as Police Week; and*

***WHEREAS**, the members of the Pinole Police Department play an essential role in safeguarding the rights and freedoms of the residents of the City of Pinole; and*

***WHEREAS**, three Pinole Peace Officers, Constable Arthur McDonald, Officer John M. Sellers, and Officer Floyd H. Swartz, made the ultimate sacrifice – their lives – to protect the citizens of our City; and*

***WHEREAS**, it is important that all citizens know and understand the problems, duties, and responsibilities of their police department, agency, and that members of our police department recognize their duty to serve the people of our City by safeguarding life and property, by protecting them against violence or disorder, and by protecting the innocent against deception and the weak against oppression or intimidation.*

***NOW, THEREFORE, I, MAUREEN TOMS**, Mayor of the City of Pinole, County of Contra Costa, State of California, call upon all citizens of the City of Pinole and upon all patriotic, civic and educational organizations to observe the week of **May 13 - 19** as **POLICE WEEK**, commemorating law enforcement officers in our community and across the nation, past and present, who, by their faithful and loyal devotion to their responsibilities, have rendered a dedicated service to their communities.*

*I further call upon all citizens of the City of Pinole to observe **May 15, 2024**, as **PEACE OFFICERS' MEMORIAL DAY** in honor of those law enforcement officers who, through their courageous deeds, have made the ultimate sacrifice to their community or have been disabled in the performance of duty. Let us also recognize and pay respect to the survivors of our fallen heroes.*

MAUREEN TOMS
MAYOR of the City of Pinole

Dated: May 7, 2024



CITY COUNCIL REPORT

8.B.1.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: HEATHER BELL, CITY CLERK
SUBJECT: PLANNING COMMISSION

RECOMMENDATION

Consider Interview Subcommittee recommendation and approval of three (3) appointments to the Pinole Planning Commission.

BACKGROUND

The Pinole Planning Commission is a seven-member panel of Pinole residents who take action on development requests and make policy recommendations to the City Council. Currently, there are three (3) vacancies on the Planning Commission to address following expiration of the terms for (3) three seats on April 30, 2024.

On April 5, 2024 an announcement was made to the public that a recruitment period was open and applications would be accepted by the office of the City Clerk. In total, four (4) applications were received from Tamiko Huey, Andrew Uch, Timothy Banuelos (Incumbent) and Rafael Menis (Incumbent).

REVIEW AND ANALYSIS

The City Council will consider making appointments to the Planning Commission with the following term, in accordance with the Pinole Municipal Code.

- Three (3) seats with a term that will expire on April 30, 2028

The Interview Subcommittee interviewed the two (2) non incumbent candidates, on April 25, 2024. The recommendation of the subcommittee is to appoint Timothy Banuelos, Tamiko Huey and Rafael Menis to the Planning Commission.

FISCAL IMPACT

There is no fiscal impact associated with the proposed action.

ATTACHMENTS

- A. Planning Commission Roster

B. Redacted Applications

PINOLE PLANNING COMMISSION

OVERVIEW: Chapter 2.40 of the Pinole Municipal Code states the organization of this commission and the rules of order, officers, duties and procedures of this seven-member body.

APPLICATION: The Planning Commission Application and Supplement Questionnaire (available on the Boards and Commissions webpage) must be completed and submitted to the City Clerk's Office, 2131 Pear Street, Pinole.

MEETING INFORMATION: The Planning Commission meets at 7 PM on the 4th Monday each month except when there is a holiday conflict. Additional meetings are held as needed.

AGENDAS: View current and archived agendas on the Agendas and Minutes webpage.

COMMISSION MEMBERS:

1. John Bender
Term expires 4/30/2027

5. Franke Martinez
Term expires 4/30/2027

2. Adam Benzuly
Term expires 4/30/2024

6. Christy Lam-Julian
Term expires 4/30/2027

3. Rafael Menis
Term expires 4/30/2024

7. Gabriel Sandoval
Term expires 4/30/2027

4. Timothy Banuelos
Term expires 4/30/2024

Chair & Vice Chair Effective term:
May-April 30

DEVELOPMENT REVIEW SUBCOMMITTEE:

STAFF: David Hanham, Planning Manager

Updated 4-30-23

Form Name:	City of Pinole Commission Application
Submission Time:	March 25, 2024 2:09 pm
Browser:	Opera 107.0.0.0 / Windows
IP Address:	108.206.152.201
Unique ID:	1208494103
Location:	37.9675, -122.2899

Checkbox

Planning Commission (PMC Chapter 2.40)

Applicant Information

Name	Andrew Uch
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Address	[REDACTED] Pinole, CA 94564
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Phone	[REDACTED]
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Email	[REDACTED]
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1. How long have you been a Pinole resident?	15 years
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2. Are you currently serving on any Commission or Committee?	no
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3. Do you have a relative/household member who is a City employee, City Council Member, or Commission/Committee member?	no
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4. Have you ever attended any meetings of the Commission/Committee for which you are applying? If so, how many times?	I have been to about 2 planning commissions.
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5. If applicable, why did you attend the meeting (e.g., personal interest of specific issue)?	I believe that attending the meeting made feel like I was making a difference to push Pinole to be a more walkable city. As walkable cities are the best places to live in so why not make Pinole an even better place to live in.
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6. List your current occupation and any work history related to the position you are seeking.	N/A
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7. List any educational background you have related to the position you are seeking.	I am currently studying planning of cities at my college at San Francisco State University. And I want to apply the things I learned from school to my local community.
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8. Describe you style of working with others on a committee.	I enjoy working in a collaborative manner with open communications with others. And also having a shared vision for how to make the city a better place to live.
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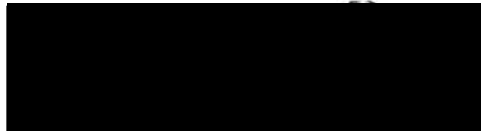
9. Describe the community activities, volunteer experience and/or civic organizations in which you participate.

I participated in two workshops for Pinole's Active Transportation Plan and have provided my input on how the city can be a more bikeable and walkable space. I described to the people who were in charge of the workshop on how Pinole Valley road should have bikelanes to make it safe for people who want to bike. But not only that it would benefit to drivers as it would mean less cars on the road means less traffic. It's a winning scenario for everybody in the community.

10. Describe how you might recommend policy or approach the City Council.

I would recommend policies that adhere to the general plan for the city. But not only appeal to the general plan but recommend the city council that Pinole should be a walkable city that has a diversity of reliable transportation options. And also make Pinole an attractive city like in walkable European towns, or vibrant street markets of Asian cities.

Signature

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Date

Mar 25, 2024

Form Name:	Planning - Supplemental
Submission Time:	March 25, 2024 6:04 pm
Browser:	Opera 107.0.0.0 / Windows
IP Address:	108.206.152.201
Unique ID:	1208514035
Location:	37.9675, -122.2899

Name	Andrew Uch
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Address	 Pinole, CA 94564
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Phone	
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Email	
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Long Answer

1) I view the role of the Planning commission is to guide the city of Pinole to be a much more attractive place to live in. To ensure that any new development in the city adheres to the general plan that is laid out for the city. Such as making the city a much more environmentally sustainable place by promoting more alternative forms of transportation such as biking, taking public transit, and walking. The commission should strive to make the General Plans for the city a reality.

2) I am applying for the position because I want to make Pinole a more attractive community by helping the city council make decisions that would make Pinole a more walkable space such as promoting high density development, and active transportation projects.

3) I am willing to commit as much time as needed for the commission as I can be flexible with my part-time job. And I only go to school twice a week.

4) N/A

5) Conflicts in opinion should be handled in a civil manner as in the commission our goal is to make Pinole an even better place to live in which is something that we should all believe in. If differences in opinion can be resolved through this shared vision then conflict can be avoided. But if there are other problems with difference of opinion then comprehensive discussion on the issue is needed and possibly compromise on certain issues may be necessary.

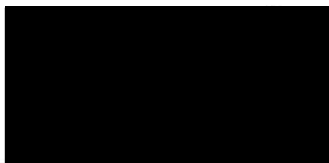
8) The planning commission should identify issues by looking into the general plan of the city to see what needs work but also look at the physical built environment of the city and identify key areas that need to be addressed. Such as a dangerous traffic corridor like any street along the highway, empty lots such as the one across the street from Pinole Valley High School, and a half ass sidewalk near the skatepark that makes pedestrians on the same ground level as cars with a little barrier to provide "protection".

9) I was in charge of my college group project on how we can help restore the ridership of BART. As the agency heavily relies on fares by riders to help the agency cover the cost of operation. And I directed my two team members on how we should approach the possible solutions. I listened to their ideas, then we picked the best ones and synthesized the ideal solution. And we decided that one of the solutions to help restore BART ridership was to promote micro mobility transportation to BART as it could help boost ridership by allowing people an attractively cheap and mobile form of private transport. And allowing easier access for this transport to BART can greatly expand the reach for people.

10. I would make some compromises with my own beliefs because I understand if I dogmatically follow my beliefs with no compromise it can inhibit any positive changes that the Council may pursue. But I understand

the direction of the Council is also the will of the people because they are an elected board and I believe in democracy so I would in extension follow the will of the people.

Signature



Date/Time

Mar 25, 2024

Form Name: City of Pinole Commission Application
Submission Time: April 19, 2024 10:54 am
Browser: Firefox 124.0 / Windows
IP Address: 98.35.60.162
Unique ID: 1217003624
Location: 38.0082, -122.2682

Checkbox Planning Commission (PMC Chapter 2.40)

Applicant Information

Name Rafael Menis

Address [REDACTED]
Pinole, CA 94564

Phone [REDACTED]

Email [REDACTED]

1. How long have you been a Pinole resident? Since 2011.

2. Are you currently serving on any Commission or Committee? Yes, the Planning Commission

3. Do you have a relative/household member who is a City employee, City Council Member, or Commission/Committee member? No

4. Have you ever attended any meetings of the Commission/Committee for which you are applying? If so, how many times? I have attended every meeting in my term but one.

5. If applicable, why did you attend the meeting (e.g., personal interest of specific issue)? I attended the meeting in order to fulfill my role as Planning Commissioner

6. List your current occupation and any work history related to the position you are seeking. I am a home healthcare aide.

7. List any educational background you have related to the position you are seeking. B.A, Political Science University of Chicago

8. Describe you style of working with others on a committee. Collaborative- I want to work with others to use our collective strengths and knowledge to reach the best possible outcome for the committee and the city. I believe I have demonstrated that through my work on the Planning Commission, and on the Community Service Commission before that.

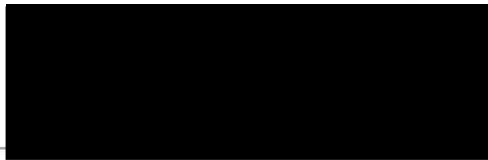
9. Describe the community activities, volunteer experience and/or civic organizations in which you participate.

I work with the Pinole Progressive Alliance and the Pinole Grove Residents Action Association, am a member of the Contra Costa Young Democrats, routinely take part in the city's community events such as Dumpster Day and Coastal Cleanup, and stay engaged with city government by taking part in as many meetings as I can. I also try to keep the community informed by sending out emails on city events and meetings.

10. Describe how you might recommend policy or approach the City Council.

I would research the relevant policy, reach out to staff for advice, and then it would depend on what exactly I was doing. If I was raising policy relevant at the Planning Commission level, I would go through the standard agenda-setting process. If I wanted the Council to do something, I would reach out to at most 2 council members directly (so as to avoid potential Brown Act issues), and then make public comment at Council meetings asking for that thing (as I have done many times over the past six years).

Signature

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Date

Apr 19, 2024

Form Name:	Planning - Supplemental
Submission Time:	April 19, 2024 2:21 pm
Browser:	Firefox 124.0 / Windows
IP Address:	98.35.60.162
Unique ID:	1217014067
Location:	38.0082, -122.2682

Name	Rafael Menis
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Address	 Pinole, CA 94564
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Phone	
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Email	
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Long Answer

1. The role of the planning commission is to implement and update (as necessary) the General Plan of the city of Pinole, to review projects for conformity with the Plan (and city and state law), to confirm that planned Capital Improvement Projects are in conformity with the General Plan, to advise the City Council on matters related to the city's growth and development (and such other matters as the Council chooses to assign), to encourage public engagement with the planning process, to make recommendations on any annexations, to review public works projects that the Council chooses to submit, to consider subdivision map requests, and to make initial recommendations on ordinances related to planning. (paraphrased from Pinole Municipal Code 2.40.030).

2. I am reapplying because I believe that I have been effective as a planning commissioner, and that my work is not yet done. There are several items coming up where my attention to detail would be an asset- the General Plan updates for Environmental Justice and Safety in particular.

3. I am willing to commit up to 20 hours a week to this task, and have been committing several hours a week as part of the ad-hoc committee in addition to the regular time demands of the commission.

4. So far as I can recall, I have missed one meeting.

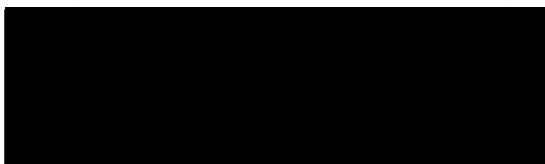
5. Differences of opinion should be resolved through discussion, working towards a consensus guided by the General Plan and city policy. Sometimes consensus will not be achievable, in which case a majority vote will govern what the commission does with regards to the given topic.

6. Often, new issues and concerns will become apparent as part of discussion of other (often seemingly unrelated issues)- a project shows the need for new rules around setbacks, another shows the need for consideration of shadows, another shows that there's an outdated rule that needs changing because it hasn't been looked at since 1955 and is outdated. I do think a dedicated agenda item at least once a year to considering new issues and concerns on their own would be worthwhile.

7. As Vice-Chairperson of the Planning Commission, I acted as Chair for one meeting when the Chair was unavailable. I informed the public of their rights in the hearing, conducted the meeting by making sure that every member of the public had their fair time to be heard, and that each and every commission member was able to provide their questions and comments on each item before the commission so we could reach the best decision for the city.

8. The Council is the body elected by the voters- it has the power to set policy. In the unlikely event that the Council gave direction that was in fundamental conflict with my personal values, I would resign.

Signature



Date/Time

Apr 19, 2024

Form Name:	City of Pinole Commission Application
Submission Time:	April 18, 2024 11:21 pm
Browser:	Safari 16.6 / OS X
IP Address:	98.35.173.204
Unique ID:	1216810483
Location:	37.9964, -122.2901

Checkbox

Planning Commission (PMC Chapter 2.40)

Applicant Information

Name	Tamiko H
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Address	[REDACTED] Pinole , CA 94564
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Phone	[REDACTED]
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Email	t [REDACTED]
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1. How long have you been a Pinole resident?	8 months
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2. Are you currently serving on any Commission or Committee?	No
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3. Do you have a relative/household member who is a City employee, City Council Member, or Commission/Committee member?	No
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4. Have you ever attended any meetings of the Commission/Committee for which you are applying? If so, how many times?	Yes. watched three past recordings for the Community Services Commission and two Planning Commission meetings
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5. If applicable, why did you attend the meeting (e.g., personal interest of specific issue)?	Community Services Commission - Park Master Plan Presentation, Event Schedule for 2024, and post evaluation from the clean-up day event. Planning Commission - to learn more about the Type 20 license
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6. List your current occupation and any work history related to the position you are seeking.

I currently serve as a Senior Management Analyst (Local Government Authority) for the City of Berkeley under the Health, Housing, & Community Services department. My position is responsible for managing several Cal-AIM programs such as Enchanted Care Management, Targeted Case Management, and Medi-Cal Administrative Activities Program. In my previous role as the Community Health and Wellness Management Analyst with the City of South San Francisco, I planned and executed a variety of community-focused programs and events, showcasing my ability to build and manage impactful initiatives. Notably, I designed and managed a number of award-winning community programs and services from the City Manager's Office which includes the City Promotores program, Cultures United, and the Every Kid Deserves a Bike Program, all of which required intricate coordination and community relationship-building. Additionally, I curated and managed large-scale special events such as National Night Out Against Crime, Memorial Day activities, Youth in Government, and Citizens' Academy. My responsibilities extended to facilitating multi-stakeholder meetings addressing regional homeless issues, building crucial relationships with the school district, local and regional agencies, and neighborhood homeowners' associations. This included applying for and monitoring grant opportunities, providing detailed multi-year strategic plans, and aligning various special projects. In addition to my community-focused work, I also provided backup relief for the Communications Director and performed managerial functions in the City Manager's office. I represented the City at official functions, served as a liaison to community groups, Boards, the Chamber of Commerce, and other governmental agencies. I developed policy recommendations, composed comprehensive staff reports, memorandums, resolutions, and briefings, and presented information to City Council and various committees, commissions, and civic groups. My experiences in South San Francisco have honed my ability to build, establish, and strengthen partnerships with local government agencies, providers, non-profits, and community-based organizations to advance health equity for residents.

7. List any educational background you have related to the position you are seeking.

Bachelors of Science in Human Biology, Masters in Public Health, Certified Health Education Specialist, Health Communication Certified.

8. Describe your style of working with others on a committee.

In a committee setting, my style of working with others is characterized by collaboration, open communication, and a strong commitment to achieving shared goals. Here's a breakdown of how I approach collaboration within a committee:

Active Listening: I believe in actively listening to the perspectives and ideas of all committee members. By valuing and incorporating diverse viewpoints, we can make more informed decisions and foster a sense of inclusion and respect within the group.

Effective Communication: Clear and transparent communication is essential for productive collaboration. I strive to communicate openly, articulating my thoughts and ideas while also ensuring that I understand the perspectives of others. I am responsive to feedback and seek clarification when needed to ensure everyone is on the same page.

Teamwork and Contribution: I view committee work as a team effort, where each member brings unique skills, experiences, and insights to the table. I actively contribute to discussions, offering constructive input and sharing relevant information or expertise to support the group's objectives.

Respect and Empathy: I approach interactions with empathy and respect for my fellow committee members. I understand that everyone comes from different backgrounds and may have different working styles or opinions. I strive to create a supportive and inclusive environment where all voices are heard and valued.

Flexibility and Adaptability: I am adaptable and open to new ideas and approaches. I recognize that circumstances may change, and it's important to be flexible in our strategies and plans to effectively respond to evolving needs or challenges.

Accountability and Follow-Through: I take my responsibilities within the committee seriously and hold myself accountable for meeting deadlines and fulfilling commitments. I follow through on tasks and obligations, ensuring that we stay on track to achieve our objectives.

Conflict Resolution: In the event of disagreements or conflicts, I approach resolution with a solution-oriented mindset. I seek common ground and work collaboratively with others to find mutually acceptable solutions that align with the goals and interests of the committee.

9. Describe the community activities, volunteer experience and/or civic organizations in which you participate.

I am an alumni of the San Mateo County Leadership Council, Student Health Advisory Committee UCSC, Health Career Connection, Prep Medico, Asian & Pacific Islander Caucus for Public Health. I am also an alumni of the CAP Making Waves Foundation and active volunteer where I frequently am a guest speaker at events and professional development workshops for students.

10. Describe how you might recommend policy or approach the City Council.

When recommending policy or approach to the City Council, I would follow a structured and strategic process to ensure that my recommendations are well-researched, clearly communicated, and effectively aligned with the needs and priorities of the community. Here's how I might approach it:

Research and Analysis: Before making any recommendations to the City Council, I would conduct thorough research and analysis to understand the issue at hand comprehensively. This would involve gathering data, reviewing relevant literature, examining best practices in similar jurisdictions, and consulting with subject matter experts as needed.

Policy Development: Based on my research and stakeholder engagement, I would develop policy recommendations that address the identified issue or opportunity. These recommendations would be grounded in evidence-based practices, responsive to community input, and aligned with the city's strategic goals and priorities.

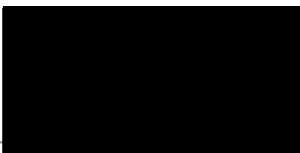
Clear Communication: When presenting my recommendations to the City Council, I would prioritize clear and concise communication. I would prepare well-organized presentations, reports, or briefing documents that outline the problem statement, proposed solutions, rationale for the recommendations, potential impacts, and any associated costs or implementation considerations.

Building Support: I would work to build support for my recommendations among City Council members by highlighting the benefits and potential positive outcomes of the proposed policy or approach. This could involve meeting individually with council members to discuss the recommendations, addressing any concerns or questions they may have, and seeking their input and feedback.

Flexibility and Collaboration: I would remain open to feedback and suggestions from City Council members, recognizing that policymaking is a collaborative process. I would be prepared to make adjustments to my recommendations based on council input, while still ensuring that the core objectives and principles of the proposed policy or approach are preserved.

Follow-Up and Implementation: After presenting my recommendations and securing approval from the City Council, I would ensure effective follow-up and implementation of the policy or approach. This could involve developing an implementation plan, allocating resources, monitoring progress, and evaluating outcomes to ensure that the intended goals are achieved.

Signature



Date

Apr 18, 2024

Form Name: Planning - Supplemental
Submission Time: April 19, 2024 2:48 am
Browser: Safari 16.6 / OS X
IP Address: 98.35.173.204
Unique ID: 1216813442
Location: 37.9964, -122.2901

Name Tamiko Huey

Address [REDACTED]
Pinole, CA 94564

Phone [REDACTED]

Email [REDACTED]

Long Answer

The Planning Commission role is to shape the physical and economic development of the City. Its primary responsibility is to review and make recommendations on land use policies, zoning regulations, development proposals, and long-term planning initiatives. This includes

Land Use Planning: To guide the orderly and sustainable growth of the community by developing and updating comprehensive land use plans, zoning ordinances, and other regulatory frameworks.

Development Review: Reviews development proposals and master plans.

Policy Recommendations: Based on its review of development proposals and input from the community, the Planning Commission makes recommendations to the city council or governing body regarding land use policies, zoning amendments, development regulations, and other planning-related matters. These recommendations help inform decision-making and shape the direction of future development in the community.

Collaboration with Stakeholders: Collaborates with various stakeholders, including city staff, elected officials, developers, business owners, neighborhood associations, environmental groups, and other governmental agencies, to coordinate planning efforts and achieve shared goals for the community.

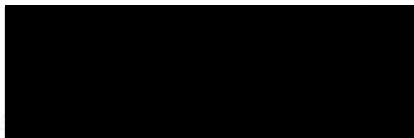
I am applying for the Planning Commission because I am deeply committed to contributing to the positive growth and development of our community. With a background in public health and government, I bring a wealth of knowledge and expertise that I believe can be instrumental in guiding the planning and decision-making processes. I am able to commit 3-5 hours/week to serving on the commission. I do think it is common for commission members to have diverse and different opinions. Conflicts among commissioners should be resolved through respectful communication, active listening, and a focus on finding common ground. It's important to approach disagreements with an open mind, seek to understand differing perspectives, and work collaboratively towards mutually acceptable solutions that serve the best interests of the community.

The Planning Commission can identify new issues and concerns by: Regularly reviewing existing policies and development trends, engaging with residents and stakeholders for feedback, analyzing relevant data, such as demographics and environmental assessments, collaborating with city staff and other commissions, monitoring legislation at state and federal levels.

I currently work with division managers on the Health, Housing, and Community Services Department for the city of Berkeley. As a group we have had to make decisions on how to implement the State's newest Cal-AIM directive: Enhanced Care management. This has involved several surveys and group brain storming sessions.

As an extension of the city If my opinions or beliefs are in conflict with the direction of the Council, I would have a disclaimer stating the following information is my own opinion

Signature

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Date/Time

Apr 18, 2024

Form Name: City of Pinole Commission Application
Submission Time: April 19, 2024 8:26 am
Browser: Chrome 123.0.0.0 / Windows
IP Address: 98.35.169.173
Unique ID: 1216941673
Location: 37.9964, -122.2901

Checkbox

Planning Commission (PMC Chapter 2.40)

Applicant Information

Name	Timothy Banuelos
Address	[REDACTED] Pinole, CA 94564
Phone	[REDACTED]
Email	tj [REDACTED]
1. How long have you been a Pinole resident?	28 Years
2. Are you currently serving on any Commission or Committee?	Panning Commission
3. Do you have a relative/household member who is a City employee, City Council Member, or Commission/Committee member?	No
4. Have you ever attended any meetings of the Commission/Committee for which you are applying? If so, how many times?	From 2005-2009 when I was on the Planning Commision the first time, and from 2020-2024 my current term
5. If applicable, why did you attend the meeting (e.g., personal interest of specific issue)?	becaouse I was on the Commission
6. List your current occupation and any work history related to the position you are seeking.	Architect, with 45 years of experience, plus 8 previous years on the Planning Commission
7. List any educational background you have related to the position you are seeking.	Architecture Department, UC Berkeley, along with previous Planning Commission and City Council experience
8. Describe you style of working with others on a committee.	I have been on committees and councils for 19 years. My working style is centered around listening. It is the core requirement for being an architect, and it's the same for the Planning Commission. I listen to the staff, my fellow commission members, and the public. I hear all things out before I give an opinion on a particular application or issue.

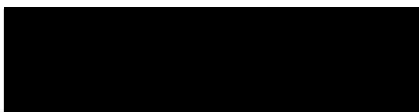
9. Describe the community activities, volunteer experience and/or civic organizations in which you participate.

I only participate with the Planning Commission and the American Institute of Architects, but I have 9 years of past experience with the following organizations:
Pinole City Council
Pinole/Hercules Wastewater Board
West County Recycling Board
West County Community Charter High School
Association of Bay Area Governments
WestCat Transit Board

10. Describe how you might recommend policy or approach the City Council.

Since I have 9 years of Council experience, I would just call the current Mayor or a Councilmember.

Signature

A black rectangular box redacting the signature.

Date

Apr 19, 2024

Timothy J. Banuelos

'Pinole Planning Commission Essay Questions Response

April 19, 2024

The numbering is based on the questions on the online version of the essay questions

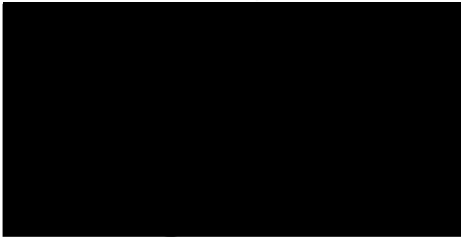
1. The Planning Commission is the steward of land use in Pinole the keeper of the built environment. We are in a very transitory phase of land use planning , with the issues connected with the current housing crisis and the multitude of new state legislation coming that is attempting to react to this problem. My previous combined 19 years of City Council and Planning Commission experience , and combined with my 45 years experience in architecture makes me someone who can understand and deal with the possibilities of the changing of role of a Planning Commissioner as a result of new and impending state legislation,, in order to promote and preserve quality of life in Pinole from a land use standpoint.
2. I am applying to continue the work I have done in the previous 4 years. I will be able to use my city service experience, from serving as a Planning Commissioner and a former City Councilmember and Mayor in Pinole, especially now, as many of the standards that apply to land use may no longer apply in the near future. People with experience are need to understand and work with these unpredictable changes. I have that experience.
3. As I always have done, I spend whatever time it takes to get the job done.
4. In the last 4 years I believe I have only missed a couple of meetings due to sickness, and I believe my record of attendance already has long been shown during my previous 8-1/2 years total of combined Planning Commission terms and my 9 years on the City Council, including my 2 times as Mayor.
5. In the last 4 years there haven't been too many diverse opinions on various issues. When diverse opinions have occurred, it was mainly due to from lack of experience. If I know something another commissioner doesn't have knowledge of I usually would explain it in a case study format to show an example of a similar condition. It does not solve anything to be unintimidating-just give facts. This is where institutional knowledge is an asset to help solving problems. We all make decisions every day based on previous experience. Inexperience notwithstanding, you still need to listen to whoever has a diverse opinion and see it from their direction in order to understand it, and hear their explanation . Again listening is the key, and as proved in the past, this is the best ting to do to resolve conflicts.
6. This is a statement and not a question.
8. (no#7) Sometimes new issues identify themselves, whether they area byproduct of new state laws, or an observation from a planning commissioner or Councilperson, or something a resident brings up. Again, listening is involved . They can first be workshop-explored, with staff as what will be happening in the future as we develop the objective standards for Multifamily housing. One idea a planning commission had was to have a way to reach out to the public , kind of similar to the "coffee with a cop" format, which I thought was a good idea. Again it all boils down to listening.
9. During my first year on the City Council is still the best example- correcting a snafu in the Zoning Ordinance that would have been allowed with a Use Permit firearms repair in residential areas. In that example the Council, staff, and the public worked together to solve this. At the time we were

concerned about the reaction from the local Pinole hunters and although the Council chambers were packed with members of the regional gun lobby the night of the meeting, our local hunters stood with the City of Pinole and not support this use permit, on the grounds that no information was known about this individual and his experience with firearms. Some said his address was too close to schools and they did not want that use occurring so near to a school. The discussion was very polarized that evening but the Council worked together well, by listening to each other, and without a whole lot of preparation and due to the Brown Act, no previous discussion between each other, and got it done by denying the request.

10 In my time of service with Pinole, I have always been able to work with things without including my personal views, even when some the issues are personal, since we are talking about home here. There haven't been too many things that have come up in my combined 8-1/2 years on the Planning Commission that have been in contrast of my own that I can remember, but if there were and the decision was made, I follow the will of the Commission.

I have been filling out Form 700s since 2005 so I am more than aware that they are needed.

Sincerely



Timothy J, Banuelos

**CITY COUNCIL MEETING
MINUTES
April 16, 2024**

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

The City Council Meeting was held in a hybrid format (in-person and via Zoom videoconference and broadcast) from the Pinole Council Chambers, 2131 Pear Street, Pinole, California. Mayor Toms called the Regular Meeting of the City Council to order at 5:00 p.m. and led the Pledge of Allegiance.

2. LAND ACKNOWLEDGEMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov. Code § 87105.

A. COUNCILMEMBERS PRESENT

Maureen Toms, Mayor
Norma Martinez-Rubin, Council Member
Anthony Tave, Council Member

COUNCILMEMBERS ABSENT

Cameron Sasai, Mayor Pro Tem
Devin Murphy, Council Member

B. STAFF PRESENT

Heather Bell, City Clerk
Eric Casher, City Attorney
Markisha Guillory, Finance Director
Lilly Whalen, Community Development Director
Maria Picazo, Acting Community Services Director
David Hanham, Planning Manager
Roxane Stone, Deputy City Clerk

City Clerk Heather Bell reported that Council member Murphy planned to join the meeting remotely and Mayor Pro Tem Sasai was not available and had provided advance notice. She also announced the agenda had been posted on April 11, 2024, at 4:00 p.m. with all legally required written notices. Written comments had been received in advance of the meeting, distributed to the City Council and staff and posted to the City website and made available to the public in the Council Chambers.

Following an inquiry, the Council reported there were no conflicts with any items on the agenda.

4. CONVENE TO A CLOSED SESSION: None

Citizens may address the Council regarding a Closed Session item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

There were no Closed Session items.

6. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.

Captain Matt Ludwig, Contra Costa County Fire Protection District (CCCFPD), announced the joint City of Pinole and CCCFPD Wildfire Prevention for Wildland Notice. He understood information would be posted on the City website but the flyer included a QR code the public could scan for more information. The CCCFPD had been working on what was needed to remediate for wildfire prevention and would work jointly with the City of Pinole to get the work done. On May 11, 2024, the CCCFPD would hold an Open House at Fire Station 74, the public was welcome to tour the facility and learn more about the CCCFPD. He also reported the CCCFPD Fire Prevention Officer was willing to share with the community how to prepare residents' homes to mitigate high fire danger particularly in Wildland Urban Interface (WUI) areas, with residents urged to inspect their properties to ensure defensible spaces. More information was available on the CCCFPD and CAL FIRE web sites.

Irma Ruport, Pinole, stated she had asked the CCCFPD to address the City Council about the May 11, 2024 Open House at Fire Station 74, which would be held from 11:00 a.m. to 2:00 p.m. and would be an important event for the public. She supported fire prevention since there had been a large fire in her neighborhood years ago, which had impacted her property and fire season was near and could be significant. She too urged the public to prepare for the upcoming fire season and asked that everyone show their appreciation to the partnership between the City and the CCCFPD.

7. RECOGNITIONS / PRESENTATIONS / COMMUNITY EVENTS

A. Proclamations

1. Parkinson's Awareness Month

The City Council read into the record a proclamation declaring April 2024 as Parkinson's Awareness Month, with the proclamation to be submitted to the Pinole resident who had requested the proclamation.

PUBLIC COMMENTS OPENED

Deputy Clerk Roxane Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

2. Arbor Day

The City Council read into the record a proclamation declaring April 26, 2024 as Arbor Day.

PUBLIC COMMENTS OPENED

Deputy Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

3. Earth Day

The City Council read into the record a proclamation declaring April 22, 2024 as Earth Day, with those City staff members working on the City's Earth Day celebrations and partners from the Contra Costa County Sustainability Initiatives invited to join the City Council in a photograph.

PUBLIC COMMENTS OPENED

Anthony Vossbrink, Pinole, thanked Rafael Menis for an email bulletin that had been provided prior to the meeting and which informed the public of the telephone and web ID pin number to access the City Council meeting via Zoom. Although the Brown Act required full disclosure of these phone numbers, they had not been provided, a situation that had been raised with City staff on numerous occasions with no resolution or assurance of transparency to the public. He asked that the access telephone numbers for the Zoom feed be disclosed on the screen for those calling into the meeting. Speaking to the Arbor Day proclamation, he asked the status of large trees that had been cut down along Pinole Valley Road in front of Ellerhorst Elementary School, which were to be replaced with new trees. As to Earth Day, he asked the status of trash bins that were to be provided in Pinole parks and around the dog park, and commented that the City's parks were littered with plastic bottles.

Mayor Toms expressed the willingness to email Mr. Vossbrink an update to his questions.

PUBLIC COMMENTS CLOSED

4. Celebrating Dr. Nicole Barnett's Retirement

The City Council read into the record a proclamation recognizing Dr. Nicole Barnett on her retirement after a 28-year career with Kaiser Permanente and from her position as the Richmond Medical Center KFH/HP Chief Operating Officer/Chief Nurse Executive.

PUBLIC COMMENTS OPENED

Colin Lacon, Public Affairs Director, East Bay Kaiser Permanente, thanked the City Council for the recognition of Dr. Nicole Barnett, with a proclamation expressive of her work over the years. He also thanked Council member Murphy for his assistance in the process and reported that Dr. Barnett would continue to serve the community even when not under the banner of Kaiser Permanente. He stated that Dr. Barnett was grateful for the recognition and under her leadership Kaiser Permanente would continue to be a partner in the City of Pinole.

PUBLIC COMMENTS CLOSED

Please note: At some point Council member Tave left the Council dais during the following presentation.

B. Presentations

1. County Presentation on Pinole's Energy Enhancement Rebate Program and County Sustainability Initiatives

Community Development Director Lilly Whalen introduced Jody London, Sustainability Coordinator and Demian Hardman-Saldana, Principal Planner, who provided a PowerPoint presentation on the Contra Costa County Sustainability & Pinole Energy Enhancement Rebate Program, which included an overview of a number of County initiatives including Envision Contra Costa 2040, the four new themes in Contra Costa County's General Plan, Climate Action Plan (CAP) and Draft Goals for 2024 Update, policies for All-Electric Buildings, Energy Efficiency Programs for Homes and Businesses and the Pinole Energy Enhancement Rebate (PEER) Program, a partnership between the City of Pinole and Contra Costa County to run pilot programs for energy efficient home improvements.

Phase One of the pilot program would run from January 1, 2024 to June 30, 2024, and would leverage existing incentives for home energy efficiency and electrical projects with the program goal to support the City's goals in optimizing energy efficiency and explore funding sources and mechanisms for energy efficiency improvements for residences.

The Single-Family Properties Rebate Program, leveraged rebates offered by the Bay Area Regional Energy Network (BayREN) Home + Program; Single-Family Property Participant Journey, projects requiring BayREN Participating Contractors and projects not requiring BayREN Participating Contractors: Induction Cooktop/Range or Heat Pump Clothes Dryer projects; Multifamily Properties, leveraged rebates offered by BayREN Bay Area Multifamily Building Enhancements (BAMBE) and the Marin Clean Energy (MCE) Multifamily Energy Savings; Multifamily Family Property Participant Journey, BayREN BAMBE Program: Non-Deed Restricted Property and MCE Multifamily Energy Savings Program: Deed Restricted Property and Low and/or Fixed-Income Properties programs were all highlighted in depth.

Responding to questions from the City Council, Mr. Hardman-Saldana detailed the criteria for contactors to participate in the program, including training requirements; how to get started in the program; how single family “units” had been defined for the program and the non-deed and deed restricted requirements for low and/or fixed income and multifamily properties.

PUBLIC COMMENTS OPENED

Deputy Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

Mayor Toms thanked Ms. London and Mr. Hardman-Saldana for the presentation

Mayor Toms clarified with City Attorney Eric Casher the City Council may proceed with the next agenda item, although Council member Tave had left the dais, had not yet returned and since the item was a presentation only with no action to be taken.

Council member Tave returned to the dais during the following presentation.

2. Update on Pride and Juneteenth Event

Acting Community Services Director Maria Picazo provided a PowerPoint presentation and an update on the Pride and Juneteenth Events for 2024, including an overview of the 2023 events. For 2024, the family-friendly event would incorporate both Pride and Juneteenth and would be held at Fernandez Park on June 9, 2024 from 12:00 to 3:00 p.m. The event would include two live bands, food trucks, children’s activities, lawn games, performances, local businesses and organizations. A map displaying the layout for the event’s activities and event costs were highlighted.

Responding to questions from the City Council, Acting Community Services Director Picazo explained that staff had estimated the costs based on the crowds at previous events and the number of activities planned.

Mayor Toms looked forward to the 2024 event.

PUBLIC COMMENTS OPENED

Irma Rupert, Pinole, a member of the Community Services Commission, reported she had attended the 2024 Pride and Juneteenth events, which had been well attended. She urged banners to be placed throughout the City in advance of the event, liked the idea of the map of activities but asked whether vehicles could be prohibited from parking on the lawn and grass areas since there was little space for people to sit, particularly the disabled given the crowds and for safety reasons. She also appreciated the information on the estimated costs which provided transparency to the public. She otherwise commented that such events typically had policies that prevented certain groups or students from participating with a booth at the event to raise funds for sporting events, as an example. She asked whether the City had a policy in place where a booth could be included at the event to allow students to introduce themselves to the community and to provide fundraising opportunities.

PUBLIC COMMENTS CLOSED

Mayor Toms advised that staff would consider whether it was necessary to restrict vehicles or not from the lawn and grass areas.

8. REPORTS & COMMUNICATIONS

A. Mayor Report

1. Announcements

Mayor Toms reported the Pinole Garden Club had celebrated an important birthday and had been provided a proclamation to be presented to the group at an upcoming meeting. She had also attended the East Bay Leadership Council Series, with a presentation from Tani Cantil-Sakauye with the Public Policy Institute of California; a Mega-Mixer at the Bay Front Chamber of Commerce; Pinole Swim Center's first practice for the Pinole Seals; Tiny Tots Open House and as part of her day job attended a committee meeting of East Bay Leadership with a presentation on recycled water from the East Bay Municipal Utility District (EBMUD) and Central Sanitary District, which she highlighted.

B. Mayoral & Council Appointments: None

C. City Council Committee Reports & Communications: None

D. Council Requests for Future Agenda Items

Council member Martinez-Rubin requested an update on a pilot study for large trash bins on San Pablo Avenue, which may have some bearing on budget requests for similar bins placed elsewhere and could also be informed by recommendations from the Beautification Committee a few years ago and Friends of Pinole Creek Watershed, which had requested bins in areas that historically had a lot of litter.

Mayor Toms understood an update could be provided through email and posted in the City Manager's newsletter in case others were interested.

Council member Martinez-Rubin asked that the item come to the City Council in the form of a presentation rather than a newsletter.

Mayor Toms pointed out the budget discussions and discussion of the Capital Improvement Program (CIP) would be upcoming and this topic could be folded into the budget discussions.

PUBLIC COMMENTS OPENED

Irma Ruport, Pinole, reported she had attended the March 27 Finance Subcommittee meeting at which time she had requested a presentation from the City's grant writer. She asked for a report or communication to see whether the grant writer was working with City employees. She explained she had grant writing experience with the Department of Justice and wanted assurance the grant writer touched all bases and was guiding City employees to obtain all grants.

PUBLIC COMMENTS CLOSED

Finance Director Markisha Guillory reported a presentation from Townsend Public Affairs had been scheduled for the May 7, 2024 City Council meeting.

E. City Manager Report / Department Staff

Finance Director Guillory reported after a competitive recruitment process, the City had selected a new Community Services Director who would commence employment on May 6, 2024.

Andrea Dwyer introduced herself to the City Council at this time, highlighted her background and experience and looked forward to joining the team.

F. City Attorney Report: None

PUBLIC COMMENTS OPENED (Items 7E through 7F)

Anthony Vossbrink, Pinole, commented he had been passed over during the Citizens to be Heard portion of the meeting agenda. He congratulated the new Community Services Director, which recruitment process he found to be more efficient than the recruitment process for the new City Manager. He suggested the search for the new City Manager should be more transparent to the public, and he referenced the City of Vallejo which had gone through a similar situation with its former City Manager, although that jurisdiction had been more transparent to its constituents on the recruitment process than the City of Pinole. He emphasized others had also requested transparency for the City Manager recruitment process and more information on the background about what happened with the former City Manager. Before a new City Manager was appointed, he suggested the air be cleared and information be provided to the public. He also asked for a study of the issues with the traffic lights along Pinole Valley Road.

PUBLIC COMMENTS CLOSED

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine and noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the Consent Calendar.

- A. Approve the Minutes of the Regular City Council Meeting on April 2, 2024.
- B. Receive the March 30, 2024 – April 12, 2024 List of Warrants in the Amount of \$850,230.05 and the April 12, 2024 Payroll in the Amount of \$508,972.30
- C. Quarterly Update on the Economic Development Strategy (covering July 2023-March 2024). **Action: Receive Report (Lilly Whalen)**
- D. Approval of Financial and Investment Policies for FY 2024/25. **Action: Adopt Resolution per Staff Recommendation (Markisha Guillory)**

- E. Dissolution of the City of Pinole Successor Agency to the Redevelopment Agency.
Action: Adopt Resolution per Staff Recommendation (Markisha Guillory, Stephanie Downs)

PUBLIC COMMENTS OPENED

Irma Ruport, Pinole, referenced Item 9C, and thanked the Community Development Director for the report, but questioned the fact the Economic Development Strategy called for a new Economic Development staff member. Given the City did not have a permanent City Manager, she asked that all positions that were not essential be frozen. She commented she had Human Resources Department background and understood when a new City Manager came on board, that person would like to make the decision of hiring new staff. Also, as a past member of the Economic Development Affordable Housing Committee, some of the items in Item 9C, should, in her opinion, be referred to the Community Services Commission or an Ad-Hoc Committee comprised of people who had business experience rather than hiring new people.

Ms. Ruport also questioned the fact the Economic Development Summit held on February 15, 2024, had been an invite-only meeting to a certain group, and when she had emailed the Community Development Director about the Summit she had been informed it was not a public meeting. She had attended the Summit after a back-and-forth discussion and she thanked the City Attorney for filling in some information allowing her to attend. She suggested the Summit should have been open to the public, held in a larger forum and videotaped. She had learned the meeting could not be taped given limited staff. She emphasized that fairness and inclusiveness was needed in the City.

Rafael Menis, Pinole, referenced Item 9A and praised the work done by the City Clerk and the transcriber for transcribing his comments at the meeting, which had conveyed the points he wanted to get across well, accurately and clearly. For Item 9C, Page 55 of 223 of the agenda packet regarding the Economic Development Policies, Upcoming Actions, for the remainder of Year 1, particularly the benefits of hiring an Economic Development Director to coordinate City businesses and boost the downtown economic zone making it more likely for businesses to support a Business Improvement District (BID) in the future, he asked about the percentage of likelihood a BID would pass. If the City was to take on an ongoing expense to support the private sector, he hoped the City would have a clear understanding of the benefit to the City as a government as well as a community.

For Item 9D and the Investment Policies, Mr. Menis asked about the frequency of updates as to the benchmarks for the Pension Investment Policy, with the regular investments to be reported on a monthly rather than a quarterly basis, but with no changes made to the reporting time frame for the Pension Investment Policy either in terms of the benchmark reporting timeframe, allocation of assets or frequency of reporting. He asked whether the City was considering making any changes to those categories and if not, when it would consider making those changes given the decreasing timeframe of the Pension Investment Policy funds. He suggested the City should be taking an active look at changing its allocation priorities from what they were when the Pension Fund had been set up.

PUBLIC COMMENTS CLOSED

Finance Director Guillory responded to the public comment regarding Item 9D, and clarified the reporting frequency with all investment reporting to be done on a monthly basis, with quarterly reporting including the City's regular investments as well as the Pension Trust, to be included in the monthly reporting. For allocating the priorities for the Pension Fund, the City had an annual review with Public Agency Retirement Services (PARS), which managed the Pension Trust, at which time the allocation strategies had been reviewed to determine whether any changes should be made. The next annual review would be in September 2024.

Community Development Director Whalen responded to the comments about Item 9C and the Economic Development Summit, and explained that the item was in Year One of the Economic Development Strategy that was intended to bring together certain stakeholders (civic organizations), which she identified at this time and let them know about the City's Economic Development Strategy to solicit their support. The intention of the Economic Development Summit was not as a public meeting, but to gather those stakeholders together and have a conversation and build relationships. She also clarified Initiative 2C, Explored Partnership with California Main Street, as detailed on Page 52 of 223 of the agenda packet and the costs and amount of time a City staff member would need to support the Main Street America program. Staff had recommended not proceeding with that program and had recommended an in-house staff person to focus on those efforts.

ACTION: Motion by Council members Martinez-Rubin/Tave to adopt Items 9A through 9E, as shown.

Vote:	Passed	3-0-2
	Ayes:	Toms, Martinez-Rubin, Tave
	Noes:	None
	Abstain:	None
	Absent:	Sasai, Murphy

10. PUBLIC HEARINGS

- A.** Approval of the Updated User and Regulatory Fees and the Master Fee Schedule. **Action: Adopt Resolution per Staff Recommendation (Markisha Guillory)**

Finance Director Guillory presented the staff report dated April 16, 2024, and asked the City Council to hold a public hearing and adopt a resolution updating the City's user and regulatory fees and the updated Master Fee Schedule, to be effective July 1, 2024.

PUBLIC COMMENTS OPENED

Deputy Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

ACTION: Motion by Council members Martinez-Rubin/Tave to adopt a resolution updating the City's user and regulatory fees and the updated Master Fee Schedule, to be effective July 1, 2024.

Vote: **Passed** **3-0-2**
 Ayes: **Toms, Martinez-Rubin, Tave**
 Noes: **None**
 Abstain: **None**
 Absent: **Sasai, Murphy**

- B.** Conduct First Reading of an Ordinance Amending Section 1.02.010 of the Pinole Municipal Code to Adopt a New City Seal. **Action: Conduct First Reading and Public Hearing (Eric Casher)**

City Attorney Casher presented the staff report dated April 16, 2024, and clarified the ordinance had referenced Chapter 1.02.020 of the Pinole Municipal Code (PMC) but would need to be corrected prior to the second reading to read: Section 1.02.010 of the Pinole Municipal Code (PMC). He recommended the City Council conduct the first reading of an ordinance amending Section 1.02.010 of the Pinole Municipal Code (PMC) to adopt a new City seal.

Council member Tave thanked everyone involved in the new City Seal including City staff, the public and the City Seal Ad-Hoc Subcommittee.

Mayor Toms also thanked those involved including the City Seal Ad-Hoc Subcommittee and members of the Ohlone community, who had participated in developing a seal that was more respectful of their culture.

PUBLIC HEARING OPENED

Kellie Taylor, Pinole, stated she had been born and raised in the City of Pinole. She highlighted her attendance and education at Pinole schools, stories about how the name of Pinole had been created, and referenced the history of the City of Pinole, the Ellerhorst Family, Native American Tribes and settlers in the area. She found the original City seal had been beautifully created and she opposed taking away that history. She had spoken to both long-time and new residents who were unaware of the City's history and she objected to the decision to change the City seal and logo. She understood this decision had occurred during the pandemic, many residents had been unaware of this change and she presented herself as a citizen and representative to all she had spoken to about this matter. She welcomed more information about this decision, the financial impacts to change the existing City seal and urged the preservation of the City's history and honor of Native American Indians.

Rafael Menis, Pinole, supported the staff recommendation to adopt a new City seal. He emphasized the decision to change the City seal had occurred through a detailed consultation process with the relative local tribes who had stated their objection to the existing City seal and who had asked that it be changed. The new City seal as it had been described verbally and as shown in the April 16, 2024 staff report included pinole (acorns), which were more visible than the prior City seal. He suggested the new City seal was superior to the existing City seal since it had been better drawn, with more detail and combined more elements of the City of Pinole. He urged the City Council to conduct the first reading of the ordinance.

Anthony Vossbrink, Pinole, suggested both speakers made good points about their acceptance or dissatisfaction with the new City seal. While he found the new City seal to be too busy, with too many acorns and circles, what was done was done.

Mr. Vossbrink suggested the City should give back to the Ohlone more than just rhetoric and dedicate something more such as consider an active study on a future agenda to nominate a steering committee to investigate naming a local trail to the Ohlone. He offered examples of local trails that could be considered, such as improving the Adobe Road Dog Park Trail. He emphasized that other nearby jurisdictions had honored the Ohlone whereas Pinole had not.

PUBLIC COMMENTS CLOSED

Mayor Toms explained that the City had a Memorials Subcommittee comprised of herself and the Mayor Pro Tem and they would be discussing appropriately naming something to commemorate Native peoples. While a meeting had not yet been scheduled due to other City business, it would be scheduled in the future.

For the benefit of the public, Council member Martinez-Rubin provided a recap of the work of the City Seal Ad-Hoc Subcommittee of which she was a member, along with Mayor Pro Tem Sasai and the Assistant to the City Manager, as outlined in the April 16, 2024 staff report. She was also an active member of the Pinole Historical Society, which was challenged to make the City's history past, current and future relevant and inform multiple generations and new residents of Pinole of the different processes of the City.

Council member Martinez-Rubin explained that the representation of a human on the existing City seal had depicted someone who was Native American, and at the time the City seal had been created, the artist believed it was a true depiction of that individual but it did not represent indigenous features and the artwork had misrepresented the human aspect of someone from an indigenous tribe. In an effort to have the City of Pinole reflect core values about stewardship with regard to the land and regardless of one's national or ethnic background, it had been intentionally decided to avoid any human depiction on the City seal and use the space on the City seal to have elements that were symbolic and had a universal appeal and characteristics of the City of Pinole.

Council member Martinez-Rubin further commented that the City Seal Ad-Hoc Subcommittee had been very respectful of the input provided from representatives from the multiple tribes who were indigenous to the area and to the changes in demographics in the City of Pinole. Pinole is the 6th most demographically diverse city in California. With the new City seal, the City would have a seal that was relevant, pertinent and applicable to the City for another 10 to possibly 25 years. The current City seal was 65 years old, there were legacy residents during that time period who recognized the value and merit of that seal but now with legacy residents and new residents, the new City seal captured all of the elements desired, as previously detailed. She encouraged anyone interested in promoting the history of the City of Pinole to visit the Pinole Historical Society website. She added that the Pinole Historical Society was celebrating its 50th year of inception and welcomed new members.

Mayor Toms thanked Council member Martinez-Rubin for the recap, and both Council member Martinez-Rubin and Mayor Pro Tem Sasai for their work on the City Seal Ad-Hoc Subcommittee.

ACTION: Motion by Council members Martinez-Rubin/Tave to approve the first reading of an ordinance amending Section 1.02.010 of the Pinole Municipal Code (PMC) to adopt a new City seal.

Vote:	Passed	3-0-2
	Ayes:	Toms, Martinez-Rubin, Tave
	Noes:	None
	Abstain:	None
	Absent:	Sasai, Murphy

11. OLD BUSINESS:

- A.** Receive Update on Status of Development of Parklet/Outdoor Dining Regulations in Pinole and Provide Direction. **Action: Receive Update and Provide Direction (David Hanham)**

Planning Manager David Hanham presented the staff report dated April 16, 2024, and recommended the City Council receive the update from staff on findings from business interviews conducted in early 2024, and set a schedule for the development of permanent parklet regulations.

In response to Council member Martinez-Rubin as to what would be covered in the parklet regulations based on the responses from the interviews, Planning Manager Hanham explained that staff would work with the eatery community on the size of the parklet, with the parklet regulations to include size, materials used and design standards. Some communities had special designs that a community may choose. In terms of maintenance, responsibility would be part of the design guidelines and whether the parklets would be public or private. All of that information would be part of a design manual one could choose from or one could design a parklet themselves as part of the process.

Planning Manager Hanham also clarified that outdoor dining and parklet regulations were different. Parklets were located in the public right-of-way (ROW) with different maintenance criteria and additional permitting since the parklets were in the street. As an example, an 8 x 20 parklet would involve certain design criteria and regulations for the size of the parklet.

Council member Martinez-Rubin wanted to see parklets be designed to address safety for pedestrians and since it was in space ordinarily occupied by a vehicle or adjacent to vehicles passing by. She hoped staff would review all of those elements.

Planning Manager Hanham explained that some bulb-outs had been included in the Old Town Design Guidelines and Parking and Pedestrian Study, and staff was looking at all of that as part of the program.

Council member Martinez-Rubin found there was an aesthetic element missing with one of the existing parklets, which was not a good look for the City. In the interest of having more pedestrian traffic in the area, she suggested there could be interest in asking for monetary assistance from the City, although the staff report had stated that direct assistance to a business may trigger prevailing wages. She asked staff to clarify how prevailing wage may be triggered and the impacts to the City and the business owner.

Planning Manager Hanham stated if the City were to construct the parklet and someone else were to build it could trigger prevailing wages. If constructed, designed and installed by the applicant that would not trigger prevailing wages.

Most of the time, the City would review the installation to ensure compliance with guidelines, with drainage the main issue with parklets. If the City were to assist with funding or with a grant program for parklets, as examples, that could include additional policies that may need to be considered.

Council member Martinez-Rubin understood a number of cities had allowed parklets. She had visited parklets in the City of Clairmont, which included an assortment of styles that were safe and aesthetically pleasing. She encouraged staff to review that community's parklet regulations.

City Attorney Casher referenced Labor Code 1720, which required prevailing wages to be paid on any public works projects paid for in whole or in part with public funds and which may also apply to private projects that received public funds. Staff could advise a business owner of that requirement at the time of consideration of a parklet.

PUBLIC COMMENTS OPENED

Deputy Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

Mayor Toms commented on the temporary parklets for Tina's Place and Sue's Place. She would be in favor of allowing them to expire after the June 30, 2024 deadline given comments from numerous members of the public about the lack of parking and dangerous situations backing out of parking spaces at both sites. If those parklets were not being used, they could be removed earlier than the June 30 deadline. She also encouraged staff to look at different examples of parklets such as Columbus Street in San Francisco, which may be duplicated for parts of San Pablo Avenue, but she recognized it would be a challenge to plan for given the competing uses and since San Pablo Avenue was a route of regional significance. She asked staff to be open to different designs. She asked about the action being requested of the City Council.

Planning Manager Hanham reiterated the staff recommendation for the City Council to receive the update from staff on findings from business interviews conducted in early 2024, and set a schedule for the development of permanent parklet regulations. He also clarified the existing temporary permits for Tina's Place and Sue's Place would expire on June 30, 2024.

Mayor Toms thanked staff for the report. She looked forward to future consideration of adopting permanent regulations.

Although the public comment period had been closed, Mayor Toms allowed a member of the public to address the City Council.

Kellie Taylor, Pinole, clarified with staff the City Council was speaking to parklets and not outdoor dining. She hoped some businesses would be allowed to continue to have outdoor dining due to better weather and since COVID-19 remained a part of the community.

Planning Manager Hanham explained that businesses that currently had permanent outdoor dining and had been permitted would continue to use them as approved years ago, whereas the temporary parklets for Tina's Place and Sue's Place had been permitted during the pandemic and the temporary use permits would expire on June 30, 2024.

12. NEW BUSINESS: None

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)

Only open to members of the public who did not speak under the first Citizens to be Heard, Agenda Item 6.

Citizens may speak under any item not listed on the Agenda. *The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.*

Rafael Menis, Pinole, reported on the current prevalence of COVID-19 in Contra Costa County, and for Humboldt County that had reported no cases pursuant to the Centers of Disease Control and Prevention (CDC). While the infection rate had decreased in Contra Costa County, masking, taking precautions in indoor and higher risk areas and getting booster shots was still recommended.

Mary Horton, Pinole, referenced a recent article on Google that had also been reported by local news stations about 15 cats that had been dumped in cages in front of the San Leandro Medical Center. The cats were now at the East Bay SPCA and available for adoption. She encouraged anyone who was interested to consider adopting the cats and she provided the telephone number of the East Bay SPCA. She also commented on a recent incident where the Pinole Police Department had apprehended a shoplifter with significant merchandise from Norstrom Rack. She emphasized that local retailers were distressed, and while the City had experienced an increase in its tax base due to new stores, she did not want to lose that tax base with shoppers going to Amazon or other retailers leaving the Pinole Vista area due to the volume of retail theft. She asked for consideration of a coffee klatch to allow a discussion amongst the retailers on how to organize against crime rings and she expressed the willingness to support that effort and speak to Mayor Toms offline.

Mayor Toms reported the Pinole Police Department held beat meetings at Pinole Vista with the information provided to the merchants in the Pinole Vista Shopping Center.

Kellie Taylor, Pinole, expressed a desire to organize a large Old Town parade to bring the City of Pinole back to celebration and unity for everyone similar to what had occurred when she had been growing up in Pinole. She asked how such an event could be done, whether security was required and detailed the route she would like considered along with including participation from the City of Hercules.

Mayor Toms directed the speaker to the Community Services Commission meetings. The next meeting had been scheduled for April 24, 2024. Meetings were held from 5:00 to 7:00 p.m. and public comment could be provided. She added the City held a number of community events, which did not necessarily include a parade, such as the Car Show and Tree Lighting.

Angela Vato, Pinole, was shocked to learn the City had spent funds for a consultant to create a new design for the new City seal and logo, which she found to be out of touch with reality, particularly since those funds could be better used to address a significant pothole problem in Pinole. She also suggested the new City seal had been poorly drawn.

Ms. Vato pointed out that not everyone was able to participate in City Council meetings and she asked that the City Council consider that when considering spending funds on such frivolous items.

Mayor Toms reported the City Council had discussed the City seal and logo earlier in the meeting and the public could access the video recording to listen to those discussions.

Anthony Vossbrink, Pinole, identified the telephone number to comment on any agenda item at 1-669-900-6833 and Web ID number of 893 3500 0272. He described the process of calling into the City Council meetings given the information was not posted on the television screen. He also reported on street light outages up and down Pinole Valley Road from Henry Avenue to the Trader Joe's Shopping Center, and while staff reported a resolution was a work in progress as a taxpayer he wanted action now. He also reported light outages along San Pablo Avenue.

Mayor Toms asked that the meeting adjourn in remembrance of **Jim Erickson**, a former teacher and coach at Pinole Valley High School.

14. ADJOURNMENT to the Special Meeting of April 30, 2024 in Remembrance of Amber Swartz and Jim Erickson.

At 7:38 p.m., Mayor Toms adjourned the meeting to the Special City Council Meeting of April 30, 2024 in Remembrance of Amber Swartz and Jim Erickson.

Submitted by:

Heather Bell, CMC
City Clerk

Approved by City Council:



City of Pinole, CA

9B WARRANT LISTING By Vendor Name

Payment Dates 4/6/2024 - 5/3/2024

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 3SI00 - 3SI SECURITY SYSTEMS INC					
INV1164015	104642	04/26/2024	100-222-42514	TRACKING SERVICES PD	360.00
Vendor 3SI00 - 3SI SECURITY SYSTEMS INC Total:					360.00
Vendor: PRO18 - ADT COMMERCIAL					
154433269	104674	05/03/2024	100-343-42108	INSTALLING ALAERM SERVICES AT CH	6,750.08
154437087	104674	05/03/2024	100-343-42108	CH MONITORING SERVICES	168.00
154479666	104643	04/26/2024	209-552-42108	ALARM SERVIES PSC MAY 2024	152.00
APRIL 2024	104570	04/19/2024	209-553-42108	2454 SIMAS AVE. ALARM SERVICES 04/24/24 TO 5/23/24	101.59
Vendor PRO18 - ADT COMMERCIAL Total:					7,171.67
Vendor: 1748 - AERZEN USA CORP					
SEPI-24-001834	104644	04/26/2024	500-641-44306	SPARTE PART INTAKE FILTER WPCP	729.51
Vendor 1748 - AERZEN USA CORP Total:					729.51
Vendor: ALH01 - ALHAMBRA & SIERRA SPRINGS					
5025519 040624	104645	04/26/2024	500-641-42201	WATER FOR WPCP	283.29
5025531 040624K	104675	05/03/2024	100-343-44306	WATER FOR CY	198.99
Vendor ALH01 - ALHAMBRA & SIERRA SPRINGS Total:					482.28
Vendor: 2063 - ALLIANT INSURANCE SERVICES, INC.					
2353662	104571	04/19/2024	100-116-42101	BENEFITS SERVICES APRIL 2024 INSTALLMENT	2,083.33
Vendor 2063 - ALLIANT INSURANCE SERVICES, INC. Total:					2,083.33
Vendor: AME41 - AMERICAN LEGAL PUBLISHING					
32990	104572	04/19/2024	100-112-42101	MARCH 2024 S-26 EDITING	49.66
33041	104572	04/19/2024	100-112-42101	MARCH 2024 S-26 FOLIO/INTERNET EDITING	4.31
Vendor AME41 - AMERICAN LEGAL PUBLISHING Total:					53.97
Vendor: AME22 - AMERICAN STAGE TOURS					
31944	104676	05/03/2024	209-552-43805	DAY TRIP FOR PSC LEGION OF HONOR MUSEUM	3,366.00
Vendor AME22 - AMERICAN STAGE TOURS Total:					3,366.00
Vendor: 2170 - ANDRITZ SEPARATION, INC.					
8480125607	104573	04/19/2024	500-641-44306	BEARING KIT WPCP	5,295.60
Vendor 2170 - ANDRITZ SEPARATION, INC. Total:					5,295.60
Vendor: 2218 - ANTHONY LUNARDINI					
03252024	104574	04/19/2024	100-222-42514	DEPOSIT FOR NATIONAL NIGHT OUT DJ 10012024	100.00
Vendor 2218 - ANTHONY LUNARDINI Total:					100.00
Vendor: PEL02 - APEX REFRIGERATION CORP.					
22906	104677	05/03/2024	100-343-42108	ICE MACHINE COTROL BOARD REPLACED	350.00
Vendor PEL02 - APEX REFRIGERATION CORP. Total:					350.00
Vendor: ARA01 - ARAMARK UNIFORM SERVICES					
860105970-03312024	104678	05/03/2024	100-342-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	280.06
860105970-03312024	104678	05/03/2024	100-343-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	1,425.78
860105970-03312024	104678	05/03/2024	500-642-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	840.20
939388000-03312024	104575	04/19/2024	209-552-43804	LAUNDRY SERVICES WPCP AND PSC	176.96

WARRANT LISTING

Payment Dates: 4/6/2024 - 5/3/2024

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
939388000-03312024	104575	04/19/2024	209-552-43804	LAUNDRY SERVICES WPCP AND PSC	176.96
939388000-03312024	104575	04/19/2024	209-552-43804	LAUNDRY SERVICES WPCP AND PSC	206.76
939388000-03312024	104575	04/19/2024	500-641-44410	LAUNDRY SERVICES WPCP AND PSC	467.32
939388000-03312024	104575	04/19/2024	500-641-44410	LAUNDRY SERVICES WPCP AND PSC	468.16
939388000-03312024	104575	04/19/2024	500-641-44410	LAUNDRY SERVICES WPCP AND PSC	478.16
939388000-03312024	104575	04/19/2024	500-641-44410	LAUNDRY SERVICES WPCP AND PSC	468.16
Vendor ARA01 - ARAMARK UNIFORM SERVICES Total:					4,988.52
Vendor: ATT01 - AT&T					
000021529637	104576	04/19/2024	525-118-43101	PHONE MIS	905.08
000021531509	104576	04/19/2024	525-118-43101	PHONE PW	922.28
000021531510	104576	04/19/2024	525-118-43101	PHONE ADMINISTRATION	5,159.08
000021531511	104576	04/19/2024	525-118-43101	PHONE RECREATION	985.12
000021531512	104576	04/19/2024	525-118-43101	PHONE CDD	180.60
000021531514	104576	04/19/2024	525-118-43101	PHONE EOC	223.92
000021590094	104679	05/03/2024	525-118-43101	PHONE PD	3,584.57
Vendor ATT01 - AT&T Total:					11,960.65
Vendor: 2715 - BAKER TILLY US, LLP					
BT2756139	104680	05/03/2024	100-115-42101	STRATEGIC FINANCIAL PLANNING SUPPORT	7,005.00
Vendor 2715 - BAKER TILLY US, LLP Total:					7,005.00
Vendor: BAY34 - BAY AREA NEWS GROUP- EAST BAY					
0001408099	104577	04/19/2024	212-461-42514	CLASSIFIED ADVERTISING WEST COUNTY APRIL ...	164.90
Vendor BAY34 - BAY AREA NEWS GROUP- EAST BAY Total:					164.90
Vendor: BIR05 - BIRITE FOODSERVICE DISTRIBUTORS					
6736063	104578	04/19/2024	209-552-43804	FOOD PROGRAM PSC	1,250.36
6740942	104646	04/26/2024	209-552-43804	FOOD PROGRAM PSC	1,189.16
6745387	104646	04/26/2024	209-552-42108	JANITORIAL SUPPLIES PSC	773.91
6745388	104681	05/03/2024	209-552-43804	FOOD PROGRAM PSC	1,036.52
6750058	104681	05/03/2024	209-552-43804	FOOD PROGRAM PSC	1,051.41
Vendor BIR05 - BIRITE FOODSERVICE DISTRIBUTORS Total:					5,301.36
Vendor: 2765 - BKF ENGINEERS					
24040034	104647	04/26/2024	106-341-42101	STORM DAMAGE REPAIR SERVICES	717.00
Vendor 2765 - BKF ENGINEERS Total:					717.00
Vendor: 2783 - BLUETRITON BRANDS, INC.					
04D6708050237	104579	04/19/2024	100-111-42201	WATER FOR CH	123.41
Vendor 2783 - BLUETRITON BRANDS, INC. Total:					123.41
Vendor: BOR02 - BORGES & MAHONEY CO.					
145171	104682	05/03/2024	500-641-44306	SUPPLIES FOR WPCP	489.36
Vendor BOR02 - BORGES & MAHONEY CO. Total:					489.36
Vendor: 1654 - BRINK'S INCORPORATED					
12578047	104580	04/19/2024	100-115-42101	TRANSPORTATION SERVICES FINANCE	288.58
Vendor 1654 - BRINK'S INCORPORATED Total:					288.58
Vendor: CAL04 - CALCON SYSTEMS, INC.					
56231	104581	04/19/2024	500-641-42107	SERVICE CALL WPCP	1,600.00
56341	104648	04/26/2024	500-641-42107	FLOW CALIBRATION SERVICES WPCP	1,819.50
Vendor CAL04 - CALCON SYSTEMS, INC. Total:					3,419.50

WARRANT LISTING

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM					
100000017497569	104582	04/19/2024	100-117-41004	ANNUAL UNFUNDED LIABILTII PLAN 674	114,440.25
100000017497577	104582	04/19/2024	100-117-41004	ANNUAL UNFUNDED LIABILITY PLAN 675	144,002.17
100000017497584	104582	04/19/2024	100-231-41004	ANNUAL UNFUNDED LIABILITY PLAN 25716	90.25
100000017501017	104582	04/19/2024	100-111-41004	2024 REPLACEMENT CHARGES BENIT CONTRIBUTION	1,022.49
Vendor PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM Total:					259,555.16
Vendor: CAL01 - CALTEST ANALYTICAL LAB					
718412	104583	04/19/2024	500-641-44305	LAB CHEMICALS WPCP	989.90
Vendor CAL01 - CALTEST ANALYTICAL LAB Total:					989.90
Vendor: 2814 - CAMERON SASAI					
04012024-2	104584	04/19/2024	100-110-42302	HOTEL REIMBURSEMENT CALCITIES 9/20-9/22/23	419.94
04082024	104649	04/26/2024	100-110-42302	TRAVEL REIMBURSEMENT CALCITIES CONF 2023	117.71
04082024	104649	04/26/2024	100-110-42303	TRAVEL REIMBURSEMENT CALCITIES CONF 2023	86.00
Vendor 2814 - CAMERON SASAI Total:					623.65
Vendor: CCP03 - CCP INDUSTRIES					
IN03518803	104650	04/26/2024	500-641-44410	NITILE GLOVES WPCP	819.27
Vendor CCP03 - CCP INDUSTRIES Total:					819.27
Vendor: 2229 - CHAPLIN AND HILL INVESTIGATIVE SERVICES LLC					
24-04_01	104585	04/19/2024	100-221-42101	INVESTIGATION PD	1,100.00
Vendor 2229 - CHAPLIN AND HILL INVESTIGATIVE SERVICES LLC Total:					1,100.00
Vendor: 2395 - CITIES DIGITAL, INC.					
59781	104651	04/26/2024	525-118-42510	LASERFICHE ANNUAL MAINTENANCE	12,670.68
59872	104683	05/03/2024	525-118-42510	LASERFICHE SOFTWARE ANNUAL MAINT	11,202.00
Vendor 2395 - CITIES DIGITAL, INC. Total:					23,872.68
Vendor: CIT08 - CITY MECHANICAL, INC					
102982	104684	05/03/2024	209-554-42108	HVAC PYC	1,040.29
103039	104684	05/03/2024	209-558-42108	HVAC MEMORIAL HALL	447.62
103185	104684	05/03/2024	100-343-42108	HVAC CITY HALL	577.50
103240	104684	05/03/2024	100-222-42108	HVAC PUBLIC SAFETY BLDG.	829.47
Vendor CIT08 - CITY MECHANICAL, INC Total:					2,894.88
Vendor: RIC03 - CITY OF RICHMOND C/O FINANCE DEPARTMENT					
04032024	104586	04/19/2024	209-552-42101	SENIOR INFO AND HEALTH FAIR 5/22/24	15.00
Vendor RIC03 - CITY OF RICHMOND C/O FINANCE DEPARTMENT Total:					15.00
Vendor: 2289 - CLEAN WORLD GREASE TRAP SERVICES					
05492	104587	04/19/2024	209-552-43810	GREASE TRAPS PSC	140.00
Vendor 2289 - CLEAN WORLD GREASE TRAP SERVICES Total:					140.00
Vendor: 2242 - COLE PRO MEDIA, LLC					
3575214	104685	05/03/2024	500-641-44305	DSPNSER ORG DIG WPCP	886.21
4080	104652	04/26/2024	225-221-42514	TRANSPARENCY ENGAGEMENT APRIL 2024	2,000.00
Vendor 2242 - COLE PRO MEDIA, LLC Total:					2,886.21
Vendor: COM20 - COMCAST					
0210511-04162024	104686	05/03/2024	100-222-42301	INTERNET PD	248.85
0419492-04022024	104588	04/19/2024	525-118-43106	SWIM CENTER INTERNET	160.18
0426539-03102024	104653	04/26/2024	525-118-43105	INTERNET PYC 03/15- 04/14/2024	60.87
198899194	104589	04/19/2024	525-118-43106	PD INTERNET	888.41
Vendor COM20 - COMCAST Total:					1,358.31

WARRANT LISTING

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: CON09 - CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT					
FY2023-24	104687	05/03/2024	100-231-42101	DISPATCHING AND COMMUNICATIONS SERVICES FY23-24	179,398.00
Vendor CON09 - CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT Total:					179,398.00
Vendor: COR12 - CORELOGIC SOLUTIONS LLC					
82206736	104590	04/19/2024	525-118-42510	RELQUEST CITYWIDE MARCH 2024	758.41
Vendor COR12 - CORELOGIC SOLUTIONS LLC Total:					758.41
Vendor: 1445 - CORTEZ TIRES AND AUTO REPAIR					
23811	104591	04/19/2024	100-221-42107	OIL CHANGE PD	60.00
23812	104591	04/19/2024	100-221-42107	OIL CHANGE PD	60.00
24023	104688	05/03/2024	100-221-42107	OIL CHANGE PREMIUM	63.31
Vendor 1445 - CORTEZ TIRES AND AUTO REPAIR Total:					183.31
Vendor: 2220 - CRESCO EQUIPMENT RENTALS					
5981038-0008	104689	05/03/2024	100-345-42511	BRUSH CHIPPER	3,658.50
Vendor 2220 - CRESCO EQUIPMENT RENTALS Total:					3,658.50
Vendor: CRI07 - CRIME SCENE CLEANERS INC.					
89262	104690	05/03/2024	100-221-42107	CLEAN AND DISINFECT PD	130.00
Vendor CRI07 - CRIME SCENE CLEANERS INC. Total:					130.00
Vendor: 2424 - CROCKETT AWARD & TROPHY SERVICES					
702978	104691	05/03/2024	209-551-42201	NAME PLATES FOR CSD DWYER REC	36.09
Vendor 2424 - CROCKETT AWARD & TROPHY SERVICES Total:					36.09
Vendor: 2080 - CSW-STUBER-STROEH ENGINEERING GROUP INC					
2403134	104592	04/19/2024	106-343-42101	BROADBAND OPPORTUNITIES ASSESSMENT	1,036.00
Vendor 2080 - CSW-STUBER-STROEH ENGINEERING GROUP INC Total:					1,036.00
Vendor: DEP01 - DEPARTMENT OF JUSTICE/ACCOUNTING OFFICE					
718489	104593	04/19/2024	100-116-42101	FINGERPRINT	32.00
725261	104593	04/19/2024	100-116-42101	FINGERPRINT	128.00
725261	104593	04/19/2024	100-221-42110	FINGERPRINT	272.00
Vendor DEP01 - DEPARTMENT OF JUSTICE/ACCOUNTING OFFICE Total:					432.00
Vendor: 1443 - DIESEL DIRECT WEST, INC.					
85754598	104594	04/19/2024	100-10601	GASOLINE UNL CY	3,180.54
85770218	104692	05/03/2024	100-10601	GASOLINE UNL	3,334.40
85770338	104692	05/03/2024	500-10601	DIESEL RENEWABLE WPCP	5,026.21
85779493	104692	05/03/2024	100-10601	GASOLINE UNL CY	3,140.46
85794632	104692	05/03/2024	100-10601	GASOLINE UNL CY	2,714.09
Vendor 1443 - DIESEL DIRECT WEST, INC. Total:					17,395.70
Vendor: DIV06 - DIVISION OF THE STATE ARCHITECT					
Q1 2024	104693	05/03/2024	226-000-34223	JANUARY - MARCH 2024 BL STATE MANDATED FEES	461.60
Vendor DIV06 - DIVISION OF THE STATE ARCHITECT Total:					461.60
Vendor: EBM01 - EBMUD					
32364-04172024	104694	05/03/2024	100-345-43102	1267 ADOBE RD-HAZEL DOWNER-THORNTON PICNIC GROVE	147.94
32606-04172024	104694	05/03/2024	100-345-43102	1270 ADOBE RD-CARETAKER'S SHED FOR PINOLE PARK	65.40
32841-04222024	104694	05/03/2024	100-345-43102	3790 PINOLE VALLEY RD-IRRIGATION USE ONLY	22,116.32
34462-04172024	104694	05/03/2024	100-345-43102	3450 SAVAGE AVE-IRRIGATION USE ONLY	65.40
35748-04172024	104694	05/03/2024	209-553-43102	2454 SIMAS AVE-TINY TOTS	33.75
35748-04172024	104694	05/03/2024	209-557-43102	2454 SIMAS AVE-TINY TOTS	1,091.11
388057-04242024	104694	05/03/2024	100-343-43102	1960 Sarah Dr--Irrigation Use Only	282.46

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
43145	104695	05/03/2024	500-642-42101	QUERYING AND COMPILATION HOURS	312.00
54181-04172024	104694	05/03/2024	100-231-43102	3790 PINOLE VALLEY RD-FIRE STATION	177.72
54182-04172024	104694	05/03/2024	100-231-43102	3790 PINOLE VALLEY RD-FIRE STATION	339.56
8042050	104595	04/19/2024	500-641-42101	BACC PARTICIPATION FEE WPCP	1,198.80
Vendor EBM01 - EBMUD Total:					25,830.46
Vendor: 2823 - EDUARDO ALVAREZ					
04082024	104596	04/19/2024	100-343-42514	COMMERCIAL LICENSE CY	98.00
Vendor 2823 - EDUARDO ALVAREZ Total:					98.00
Vendor: 2768 - EDWARD WARREN					
04082024	104597	04/19/2024	100-221-42302	MILEAGE AND PARKING FOR POLICE ACADEMY	549.88
04222024	104696	05/03/2024	100-221-42302	MILEAGE AND RV PARKING FOR POLICE ACADEMY	549.88
Vendor 2768 - EDWARD WARREN Total:					1,099.76
Vendor: FED01 - FEDEX					
8-461-11553	104697	05/03/2024	100-115-42201	FREIGHT OVERNIGHT	12.40
8-461-11553	104697	05/03/2024	100-116-42201	FREIGHT OVERNIGHT	15.79
Vendor FED01 - FEDEX Total:					28.19
Vendor: 2659 - FIONA EPPS					
04172024	104654	04/26/2024	100-111-42303	PUBLIC INFORMATION TRAINING REIMBURSEMENT	140.97
Vendor 2659 - FIONA EPPS Total:					140.97
Vendor: 1612 - FIRST VANGUARD RENTALS & SALES					
1-509752	104698	05/03/2024	100-342-42514	SURFACE MOUNT BASE	1,106.05
1-510050	104598	04/19/2024	100-345-44306	36" COLLAPSIBLE BOLLARD CY	439.00
Vendor 1612 - FIRST VANGUARD RENTALS & SALES Total:					1,545.05
Vendor: FOR02 - FORENSIC SERVICES DIVISION					
PINPD-2402	104599	04/19/2024	100-222-42101	PROFESSIONAL SERVICES FOR DRUG TESTING FEB. 2024	1,930.00
PINPD-2403	104655	04/26/2024	100-222-42101	ALCOHOL AND DRUG TESTS PD	725.00
Vendor FOR02 - FORENSIC SERVICES DIVISION Total:					2,655.00
Vendor: GAT07 - GATEWAY PINOLE VISTA, LLC					
MAY 2024	104699	05/03/2024	201-343-42513	BASE RENT MAY 2024	100.00
Vendor GAT07 - GATEWAY PINOLE VISTA, LLC Total:					100.00
Vendor: 2457 - GEOLINKS					
BD0189711	104600	04/19/2024	525-118-43106	CLEAR FIBER	499.00
Vendor 2457 - GEOLINKS Total:					499.00
Vendor: GLO08 - GLOBALSTAR					
000000067178385	104601	04/19/2024	525-118-43101	TELECOMMUNICATION SERVICES	133.74
Vendor GLO08 - GLOBALSTAR Total:					133.74
Vendor: GRA13 - GRAFIX SHOPPE					
156253	104602	04/19/2024	100-221-42107	GRAPHICS FOR FRONT FENDER AND DOOR PD	254.00
Vendor GRA13 - GRAFIX SHOPPE Total:					254.00
Vendor: GRA03 - GRAINGER					
9076625780	104656	04/26/2024	500-641-44306	REPAIR SUPPLIES WPCP	103.18
9078995272	104656	04/26/2024	500-641-42108	SUPPLIES FOR REPAIRS WPCP	138.43
9079472859	104656	04/26/2024	500-641-42108	RUBBER MAT SOCKET STEEL CHROME WPCP	48.60
Vendor GRA03 - GRAINGER Total:					290.21

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2279 - GREEN VALLEY ALOHA SAW AND MOWER					
79276	104700	05/03/2024	100-345-42107	REPAIR ON MULCH CHIPPER	260.40
Vendor 2279 - GREEN VALLEY ALOHA SAW AND MOWER Total:					260.40
Vendor: 2820 - GVP VENTURES, INC.					
10563	104603	04/19/2024	100-116-42101	PROFESSIONAL SERVICES EXECUTIVE SEARCH	3,767.50
10611	104701	05/03/2024	100-116-42101	PROFESSIONAL SERVICES EXECUTIVE SEARCH CM	11,044.09
Vendor 2820 - GVP VENTURES, INC. Total:					14,811.59
Vendor: HAS01 - HASA, INC.					
950661	104604	04/19/2024	500-641-44303	LIQUICHLOR WPCP	14,999.45
Vendor HAS01 - HASA, INC. Total:					14,999.45
Vendor: HEA01 - HEALTH CARE DENTAL TRUST					
347698/347699/347700/347...	104605	04/19/2024	100-110-41002	DENTAL BENEFITS APRIL 2024	338.60
347698/347699/347700/347...	104605	04/19/2024	100-111-41002	DENTAL BENEFITS APRIL 2024	236.84
347698/347699/347700/347...	104605	04/19/2024	100-112-41002	DENTAL BENEFITS APRIL 2024	383.55
347698/347699/347700/347...	104605	04/19/2024	100-113-41002	DENTAL BENEFITS APRIL 2024	108.99
347698/347699/347700/347...	104605	04/19/2024	100-115-41002	DENTAL BENEFITS APRIL 2024	364.69
347698/347699/347700/347...	104605	04/19/2024	100-116-41002	DENTAL BENEFITS APRIL 2024	306.58
347698/347699/347700/347...	104605	04/19/2024	100-221-41002	DENTAL BENEFITS APRIL 2024	108.99
347698/347699/347700/347...	104605	04/19/2024	100-221-41002	DENTAL BENEFITS APRIL 2024	1,986.42
347698/347699/347700/347...	104605	04/19/2024	100-222-41002	DENTAL BENEFITS APRIL 2024	485.31
347698/347699/347700/347...	104605	04/19/2024	100-222-41002	DENTAL BENEFITS APRIL 2024	50.88
347698/347699/347700/347...	104605	04/19/2024	100-223-41002	DENTAL BENEFITS APRIL 2024	1,304.82
347698/347699/347700/347...	104605	04/19/2024	100-341-41002	DENTAL BENEFITS APRIL 2024	338.60
347698/347699/347700/347...	104605	04/19/2024	100-343-41002	DENTAL BENEFITS APRIL 2024	889.25
347698/347699/347700/347...	104605	04/19/2024	100-465-41002	DENTAL BENEFITS APRIL 2024	127.85
347698/347699/347700/347...	104605	04/19/2024	105-221-41002	DENTAL BENEFITS APRIL 2024	434.43
347698/347699/347700/347...	104605	04/19/2024	106-222-41002	DENTAL BENEFITS APRIL 2024	127.85
347698/347699/347700/347...	104605	04/19/2024	209-551-41002	DENTAL BENEFITS APRIL 2024	173.64
347698/347699/347700/347...	104605	04/19/2024	209-552-41002	DENTAL BENEFITS APRIL 2024	206.65
347698/347699/347700/347...	104605	04/19/2024	209-554-41002	DENTAL BENEFITS APRIL 2024	115.07
347698/347699/347700/347...	104605	04/19/2024	212-461-41002	DENTAL BENEFITS APRIL 2024	255.70
347698/347699/347700/347...	104605	04/19/2024	212-462-41002	DENTAL BENEFITS APRIL 2024	415.57
347698/347699/347700/347...	104605	04/19/2024	500-641-41002	DENTAL BENEFITS APRIL 2024	1,023.03
347698/347699/347700/347...	104605	04/19/2024	500-642-41002	DENTAL BENEFITS APRIL 2024	382.25
347698/347699/347700/347...	104605	04/19/2024	505-119-41002	DENTAL BENEFITS APRIL 2024	255.70
347698/347699/347700/347...	104605	04/19/2024	998-20105	DENTAL BENEFITS APRIL 2024	236.83
347698/347699/347700/347...	104605	04/19/2024	998-20105	DENTAL BENEFITS APRIL 2024	127.85
347698/347699/347700/347...	104605	04/19/2024	998-20105	DENTAL BENEFITS APRIL 2024	22.96
347698/347699/347700/347...	104605	04/19/2024	998-20105	DENTAL BENEFITS APRIL 2024	127.85
347698/347699/347700/347...	104605	04/19/2024	998-20105	DENTAL BENEFITS APRIL 2024	5.09
347698/347699/347700/347...	104605	04/19/2024	998-20105	DENTAL BENEFITS APRIL 2024	306.58
347698/347699/347700/347...	104605	04/19/2024	998-20105	DENTAL BENEFITS APRIL 2024	12.79
Vendor HEA01 - HEALTH CARE DENTAL TRUST Total:					11,261.21
Vendor: HIL03 - HILLTOP FORD					
FOCS390392	104657	04/26/2024	100-221-42107	REPAIR PD	25.00
Vendor HIL03 - HILLTOP FORD Total:					25.00
Vendor: HOR05 - HORIZON					
1R331984	104702	05/03/2024	100-345-44306	PARTS TO REPAIR BROKEN IRRIGATION	146.00
Vendor HOR05 - HORIZON Total:					146.00
Vendor: IED02 - IEDA, INC.					
24539	104606	04/19/2024	100-116-42101	LABOR RELATIONS APRIL 2024	2,521.66
Vendor IED02 - IEDA, INC. Total:					2,521.66

WARRANT LISTING

Payment Dates: 4/6/2024 - 5/3/2024

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2808 - ILEANA THIDA MIRANDA					
MARCH 2024	104607	04/19/2024	100-110-42514	INTERN HOURS FOR MARCH 2024	208.31
Vendor 2808 - ILEANA THIDA MIRANDA Total:					208.31
Vendor: 2460 - INFOSEND, INC.					
260803	104658	04/26/2024	100-111-42201	DATA PROCESSING AND MAILING CM	832.40
260804	104658	04/26/2024	100-111-42201	WILDFIRE BROCHURES MAILINGS CM	5,618.65
Vendor 2460 - INFOSEND, INC. Total:					6,451.05
Vendor: JWE01 - J. W. ENTERPRISES - NORTH					
257400	104608	04/19/2024	100-551-42511	RENTAL PORTBLE TOILETS	144.77
Vendor JWE01 - J. W. ENTERPRISES - NORTH Total:					144.77
Vendor: COR15 - JACQUELINE L CORL-SEIDEL					
MARCH 2024	104609	04/19/2024	209-552-43802	BALANCE/FLOOR YOGA CLASSES PSC MARCH 2024	583.45
Vendor COR15 - JACQUELINE L CORL-SEIDEL Total:					583.45
Vendor: 1611 - JANICE M. BYER					
MARCH 2024	104610	04/19/2024	209-552-43802	INSTRUCTOR CLASSES AT PSC MARCH 2024	900.00
Vendor 1611 - JANICE M. BYER Total:					900.00
Vendor: 2647 - JOSELYN GUTIERREZ					
04292024	104703	05/03/2024	100-116-42303	MEAL ALLOTMENT	241.00
Vendor 2647 - JOSELYN GUTIERREZ Total:					241.00
Vendor: 2822 - JUDY ALICANTE					
04082024	104659	04/26/2024	212-461-34229	REFUND DR PL23-0018 DR23-03 WITHDRAWN	450.00
Vendor 2822 - JUDY ALICANTE Total:					450.00
Vendor: KAI02 - KAISER PERMANETE					
1000182561	104704	05/03/2024	100-116-42101	PHYSICAL EXAMS	180.00
164/166	104611	04/19/2024	100-116-42101	OHSS PREPLACEMENT PHYSICAL EXAM FIGUEROA / MORRIS	130.00
Vendor KAI02 - KAISER PERMANETE Total:					310.00
Vendor: 2492 - KAPIL AMIN					
04122024	104612	04/19/2024	209-551-42514	EARTH WALK EVENT ITEMS REIMBURSEMENT	445.96
Vendor 2492 - KAPIL AMIN Total:					445.96
Vendor: KEL09 - KELLER CANYON LANDFILL					
4212-000032984	104613	04/19/2024	500-641-44302	SLUDGE REMOVAL WPCP	4,370.27
4212-000033024	104660	04/26/2024	500-641-44302	SLUDGE REMOVAL WPCP	5,665.26
Vendor KEL09 - KELLER CANYON LANDFILL Total:					10,035.53
Vendor: KEN09 - KENNEDY AND ASSOCIATES, INC.					
24-026	104614	04/19/2024	207-344-42101	CONSULTING AND CONTRACT SERVICES CLEAN WATER	530.20
24-027	104614	04/19/2024	207-344-42101	CONSULTING AND CONTRACT SERVICE CLEAN WATER	66.28
Vendor KEN09 - KENNEDY AND ASSOCIATES, INC. Total:					596.48
Vendor: 1424 - KRISTINA SANTOYO					
04052024	104615	04/19/2024	209-552-43811	PETTY CASH REIMBURSEMENT PSC	8.67
04052024	104615	04/19/2024	209-552-43811	PETTY CASH REIMBURSEMENT PSC	39.94
04052024	104615	04/19/2024	209-552-43811	PETTY CASH REIMBURSEMENT PSC	10.88
Vendor 1424 - KRISTINA SANTOYO Total:					59.49

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: KUB00 - KUBWATER RESOURCES, INC.					
12387	104661	04/26/2024	500-641-44303	ZETAG BAGS WPCP	25,668.99
Vendor KUB00 - KUBWATER RESOURCES, INC. Total:					25,668.99
Vendor: LAN15 - LANGUAGE LINE SERVICES					
11265319	104616	04/19/2024	100-223-42101	TRANSLATION SERVICES PD	126.90
Vendor LAN15 - LANGUAGE LINE SERVICES Total:					126.90
Vendor: MAN01 - MANNA FOODS, INC.					
1014037	104705	05/03/2024	209-552-43804	FOOD PROGRAM PSC	243.66
Vendor MAN01 - MANNA FOODS, INC. Total:					243.66
Vendor: 1152 - MARIA PICAZO					
04232024	104662	04/26/2024	209-551-42515	CENTENARIAN SUPPLIES AND EARTH DAY REFRESHMENT	197.59
Vendor 1152 - MARIA PICAZO Total:					197.59
Vendor: MCM05 - MCMASTER-CARR SUPPLY CO.					
24366435	104617	04/19/2024	500-641-44306	REPAIR SUPPLIES WPCP	245.27
Vendor MCM05 - MCMASTER-CARR SUPPLY CO. Total:					245.27
Vendor: MEY01 - MEYERS NAVE, A PROFESSIONAL CORPORATION					
214556	104618	04/19/2024	100-20011	CITY ATTORNEY SERVICES	16,953.22
214558	104618	04/19/2024	100-20011	CITY COUNCIL MEETINGS	1,247.00
214559	104618	04/19/2024	100-20011	PUBLIC RECORDS REQUESTS	1,037.25
214560	104618	04/19/2024	100-20011	RISK MANAGEMENT	99.00
214561	104618	04/19/2024	100-20011	PINOLE SHORES II -CR	175.00
214562	104618	04/19/2024	100-20011	2801 PVR CR	30.50
214563	104618	04/19/2024	100-20011	600 ROBLE AVENUE / 1230 SPA	257.50
214564	104618	04/19/2024	100-20011	1500 FITZGERALD CR	103.00
214565	104618	04/19/2024	100-20011	GENERAL SERVICE FINANCE	646.50
214566	104618	04/19/2024	100-20011	GENERAL SERVICES PW	2,631.00
214567	104618	04/19/2024	100-20011	MVP CONSTRUCTION LLC DISPUTE	17,520.50
214568	104618	04/19/2024	100-20011	GENERAL SERVICES CITY CLERK	132.00
214569	104618	04/19/2024	100-20011	GENERAL SERVICES POLICE	4,818.17
214570	104618	04/19/2024	100-20011	GENERAL SERVICE LABOR AND EMPLOYMENT	2,556.50
214571	104618	04/19/2024	100-20011	GENERAL SERVICES CODE ENFORCEMENT	1,121.00
214572	104618	04/19/2024	100-20011	GENERAL SERVICES COMMUNITY DEVELOPMENT	5,921.47
214573	104618	04/19/2024	100-20011	GENERAL SERVICE FIRE	63.00
214574	104618	04/19/2024	100-20011	GENERAL SERVICES RECREATIONAL	837.00
214575	104618	04/19/2024	100-20011	SUCCESSOR AGENCY ADMINISTRATIVE	109.50
214576	104618	04/19/2024	100-20011	HOUSING SUCCESSOR RDA AFFORDABLE	2,063.00
Vendor MEY01 - MEYERS NAVE, A PROFESSIONAL CORPORATION Total:					58,322.11
Vendor: 1311 - M-GROUP					
2004418	104663	04/26/2024	212-461-42101	ON CALL PLANNIGN SERVICES MARCH 2024	23,450.00
2004419	104663	04/26/2024	212-20346	PROFESSIONAL SERVICES MARCH 2024 PINOLE SHORES 2	2,836.00
Vendor 1311 - M-GROUP Total:					26,286.00
Vendor: 2378 - MTS TRAINING ACADEMY, INC.					
4937-CT	104706	05/03/2024	100-343-42301	CLASS B BEHIND THE WHEEL TRAINING	6,900.00
Vendor 2378 - MTS TRAINING ACADEMY, INC. Total:					6,900.00
Vendor: MYE01 - MYERS STEVENS & TOOHEY CO					
1420207	104620	04/19/2024	100-221-41008	MARCH 2024 POLICE LTD	594.00
1420207	104620	04/19/2024	100-223-41008	MARCH 2024 POLICE LTD	287.70
1420207	104620	04/19/2024	105-221-41008	MARCH 2024 POLICE LTD	59.40

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1420242	104620	04/19/2024	100-221-41008	APRIL 2024 POLICE LTD	594.00
1420242	104620	04/19/2024	100-223-41008	APRIL 2024 POLICE LTD	287.70
1420242	104620	04/19/2024	105-221-41008	APRIL 2024 POLICE LTD	59.40
Vendor MYE01 - MYERS STEVENS & TOOHEY CO Total:					1,882.20
Vendor: OFF09 - OFFICE OF THE SHERIFF CCC					
24-3270	104621	04/19/2024	100-116-42514	YEARS OF SERVICE PLAQUES	395.29
Vendor OFF09 - OFFICE OF THE SHERIFF CCC Total:					395.29
Vendor: OFF10 - OFFICE OF THE SHERIFF-CORONER- CCC					
CL 23/24	104707	05/03/2024	100-223-42106	CLETS FY23/24 ANNUAL FEE SOFTWARE AND MAINT	1,925.16
Vendor OFF10 - OFFICE OF THE SHERIFF-CORONER- CCC Total:					1,925.16
Vendor: OLI01 - OLIVERS TOWING INC					
21-10765-26	104622	04/19/2024	100-221-42107	IMPOUND/STORAGE FEE CASE 21-10765	280.00
Vendor OLI01 - OLIVERS TOWING INC Total:					280.00
Vendor: OTI01 - OTIS ELEVATOR COMPANY					
100401532525	104708	05/03/2024	100-343-42108	MAINTENANCE MAY 2024 CH	129.22
Vendor OTI01 - OTIS ELEVATOR COMPANY Total:					129.22
Vendor: LON02 - PATRICIA LONG					
MARCH 2024	104623	04/19/2024	209-552-43802	CWLD MARCH 2024 PSC	254.80
Vendor LON02 - PATRICIA LONG Total:					254.80
Vendor: PGE01 - PG&E					
0081-04182024	104709	05/03/2024	200-342-43103	2501 SAN PABLO AVE TRAFFIC CONTROLLER	108.05
0209-04182024	104709	05/03/2024	200-342-43103	S/E CORNER SAN PABLO AVE & TENNENT TRAFFIC SIGNAL	125.54
0466-04182024	104709	05/03/2024	209-554-43103	635 TENNENT AVE YOUTH CTR/CATV	49.82
0466-04182024	104709	05/03/2024	505-119-43103	635 TENNENT AVE YOUTH CTR/CATV	74.72
0498-04112024	104709	05/03/2024	100-231-43103	3790 PINOLE VALLEY RD FIRESTATION	918.04
0813-04172024	104709	05/03/2024	200-342-43103	2149 1/2 APPIAN WAY TRAFFIC SIGNAL	78.50
0883-04122024	104709	05/03/2024	100-222-43103	800 TENNENT AVE PUBLI C SAFETY FACILITY	2,298.42
0883-04122024	104709	05/03/2024	100-223-43103	800 TENNENT AVE PUBLI C SAFETY FACILITY	459.68
0883-04122024	104709	05/03/2024	100-231-43103	800 TENNENT AVE PUBLI C SAFETY FACILITY	1,838.75
0887-04022024	104709	05/03/2024	200-342-43103	PINON AVE & SAN PABLO AVE TRAFFIC SIGNAL	101.87
0923-04172024	104709	05/03/2024	100-110-43103	2131 PEAR ST	121.84
0923-04172024	104709	05/03/2024	100-111-43103	2131 PEAR ST	160.31
0923-04172024	104709	05/03/2024	100-112-43103	2131 PEAR ST	176.34
0923-04172024	104709	05/03/2024	100-115-43103	2131 PEAR ST	439.26
0923-04172024	104709	05/03/2024	100-116-43103	2131 PEAR ST	128.25
0923-04172024	104709	05/03/2024	100-117-43103	2131 PEAR ST	1,426.78
0923-04172024	104709	05/03/2024	100-343-43103	2131 PEAR ST	2,657.98
0923-04172024	104709	05/03/2024	200-342-43103	2131 PEAR ST	464.91
0923-04172024	104709	05/03/2024	212-461-43103	2131 PEAR ST	192.37
0923-04172024	104709	05/03/2024	212-462-43103	2131 PEAR ST	484.14
0923-04172024	104709	05/03/2024	285-464-43103	2131 PEAR ST	160.31
1093-04012024	104709	05/03/2024	500-642-43103	W END/HAZEL AVE SEWAGE PLANT	710.01
1121-04182024	104709	05/03/2024	200-342-43103	DEL MONTE & SAN PABLO TRAFFIC CONTROL LIGHT	106.28
1156-04122024	104709	05/03/2024	209-554-43103	635 TENNENT AVE YOUTH CTR/CATV	23.16

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1156-04122024	104709	05/03/2024	505-119-43103	635 TENNENT AVE YOUTH CTR/CATV	34.74
1233-04182024	104709	05/03/2024	200-342-43103	SAN PABLO AVE TRAFFIC SIGNAL	119.03
1462-04122024	104709	05/03/2024	209-552-43103	2500 CHARLES ST SENIOR CENTER	305.71
1798-03282024	104624	04/19/2024	200-342-43103	2935 PINOLE VALLEY RD. TRAFFIC SIGNAL	218.57
1801-04102024	104709	05/03/2024	209-553-43103	2454 SIMAS AVE REC CTR & POOL	182.85
2182-04022024	104709	05/03/2024	200-342-43103	OAKRIDGE/SAN PABLO AVE TRAFFIC SIGNAL	97.55
2222-03262024	104624	04/19/2024	100-345-43103	STREET AND HIGHWAY LIGHTING	49.39
2222-03262024	104624	04/19/2024	200-342-43103	STREET AND HIGHWAY LIGHTING	18,588.05
2222-03262024	104624	04/19/2024	310-347-43103	STREET AND HIGHWAY LIGHTING	280.00
2222-03262024	104624	04/19/2024	310-348-43103	STREET AND HIGHWAY LIGHTING	400.00
2620-04182024	104709	05/03/2024	200-342-43103	N/W CORNER APPIAN WAY & FITZGERALD DR TRAFFIC SIG	157.65
2793-04182024	104709	05/03/2024	200-342-43103	1451 FITZGERALD DR TRAFFIC SIGNAL	58.68
3029-04122024	104709	05/03/2024	100-345-43103	1270 ADOBE RD @ OUTSIDE BATHROOMS	87.60
3311-04182024	104709	05/03/2024	200-342-43103	PINOLE VALLEY RD & HENRY TRAFFIC CONTROLLER	153.20
3537-04172024	104709	05/03/2024	100-343-43103	659 TENNENT AVE PARKING LOT LIGHTS	50.74
3834-04072024	104709	05/03/2024	100-231-43103	3790 PINOLE VALLEY RD FIRESTATION	181.01
3850-04172024	104709	05/03/2024	100-345-43103	601 TENNENT AVE CARETAKER'S SHED	76.44
3879-03272024	104624	04/19/2024	200-342-43103	N COR RAMONA ST AND PINOLE VALLEY RD	182.16
3914-04172024	104709	05/03/2024	100-345-43103	FERNANDEZ PARK BALLPARK LIGHTING	324.10
4065-04172024	104709	05/03/2024	209-559-43103	2937 PINOLE VALLEY RD TENNIS CT LIGHTS	295.88
4193-04182024	104709	05/03/2024	200-342-43103	HWY 80 PINOLE VALLEY RD TRAFFIC CONTROLLER	86.93
4256-03272024	104624	04/19/2024	500-641-43103	11 TENNANT AVE	80,766.70
4368-04172024	104709	05/03/2024	200-342-43103	APPIAN WAY & TARA HILLS TRAFFIC SIGNAL	189.57
4430-03272024	104624	04/19/2024	100-345-43103	S/O MARLESTA 1ST POLE-SPRINKLER CONTROLLER	10.68
5127-04182024	104709	05/03/2024	500-642-43103	893 1/2 SAN PABLO AVE PUMP STATION	144.15
5137-04172024	104709	05/03/2024	209-557-43103	2450 SIMAS AVE SWIM CTR	168.66
5374-04182024	104709	05/03/2024	200-342-43103	1220 PINOLE VALLEY RD TRAFFIC SIGNAL	141.55
6521-03282024	104624	04/19/2024	200-342-43103	IFO 971 SAN PABLO AVE-TRAFFIC SIGNAL CONTROL	143.81
6897-03282024	104624	04/19/2024	200-342-43103	PINOLE VALLEY RD & ESTATES AVE-TRAFFIC LIGHT CTRL	89.15
6969-04172024	104709	05/03/2024	201-343-43103	2361 SAN PABLO AVE PARKING LOT LIGHTS	92.27
7114-04182024	104709	05/03/2024	200-342-43103	2429 SAN PABLO AVE	119.32
7186-04122024	104709	05/03/2024	209-558-43103	601 TENNENT AVE PUBLIC MEETING HALL	11.55
7509-04172024	104709	05/03/2024	200-342-43103	TARA HILLS DR 500 FT APPIAN WAY TRAFFIC SIGNAL	82.14

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
7547-03272024	104624	04/19/2024	100-222-43103	880 Tennent Ave-Public Safety Facility	5,259.51
7547-03272024	104624	04/19/2024	100-223-43103	880 Tennent Ave-Public Safety Facility	1,051.90
7547-03272024	104624	04/19/2024	100-231-43103	880 Tennent Ave-Public Safety Facility	4,207.61
8086-04182024	104709	05/03/2024	200-342-43103	N/S BORDER CITY OF PINOLE	98.21
8511-03262024	104624	04/19/2024	100-345-43103	W/S PINOLE SHORES DR-SPRINKLER CONTROLLER	12.25
8687-04182024	104709	05/03/2024	200-342-43103	FITZGERALD DR IFO LONG JOHN SILVERS TRAFFIC SIGNAL	145.27
8716-04122024	104709	05/03/2024	500-641-43103	SEWAGE PLNT-FT OF TENNENT	6,187.09
9824-04182024	104709	05/03/2024	310-347-43103	1303 PINOLE VALLEY RD TRAFFIC CONTROL SVC	142.24
9900-04162024	104709	05/03/2024	200-342-43103	2303 GRANADA CT TRAFFIC CONTROL SERVICE	187.90
9929-03262024	104624	04/19/2024	201-343-43103	790 PINOLE SHORES DR-NEW METAL BUILDING	113.77
9961-03272024	104624	04/19/2024	209-552-43103	2500 CHARLES ST-SENIOR CENTER	3,907.84
9985-04172024	104709	05/03/2024	201-343-43103	NEAR 795 FERNANDEZ PARKING LOT LIGHTS	88.23
				Vendor PGE01 - PG&E Total:	138,596.98
Vendor: 2809 - PHOEBE DEZA					
MARCH 2024	104625	04/19/2024	100-110-42514	INTERN HOURS FOR MARCH 2024	446.15
				Vendor 2809 - PHOEBE DEZA Total:	446.15
Vendor: PIN16 - PINOLE SEALS SWIM CLUB					
2024 ADV	104626	04/19/2024	209-557-42101	ADVANCE EXPENSES FOR 2024 SEASON	9,500.00
				Vendor PIN16 - PINOLE SEALS SWIM CLUB Total:	9,500.00
Vendor: PON07 - PONDER ENVIRONMENTAL SERVICES, INC.					
48884	104712	05/03/2024	500-642-42101	PUMPING SERVICES AT BAY VIEW FARM	10,159.29
				Vendor PON07 - PONDER ENVIRONMENTAL SERVICES, INC. Total:	10,159.29
Vendor: 2772 - PREFERRED ALLIANCE, INC.					
0194520-IN	104627	04/19/2024	100-116-42101	NON-RANDOM DRUG TESTS HR	116.00
				Vendor 2772 - PREFERRED ALLIANCE, INC. Total:	116.00
Vendor: 2388 - PRESTIGE PRINTING AND GRAPHICS					
92269	104628	04/19/2024	100-113-42201	ROY SWEARINGEN BUSINESS CARDS	82.85
92383	104664	04/26/2024	100-222-42201	PARKING CITATIONS PD	1,176.89
93165	104713	05/03/2024	209-551-42201	BUSINESS CARDS FOR CDS DWYER	99.00
				Vendor 2388 - PRESTIGE PRINTING AND GRAPHICS Total:	1,358.74
Vendor: 2646 - ROADS SAFE TRAFFIC SYSTEMS, INC.					
202429	104714	05/03/2024	100-342-42514	DO NOT ENTER SIGNS	258.46
				Vendor 2646 - ROADS SAFE TRAFFIC SYSTEMS, INC. Total:	258.46
Vendor: 1450 - RUBENSTEIN SUPPLY COMPANY					
S2583021.002	104715	05/03/2024	100-343-44306	SUPPLIES FOR REPAIRS AT PSC	684.49
S2589106.001	104715	05/03/2024	100-345-44306	PLUMBING SUPPLIES CY	180.68
				Vendor 1450 - RUBENSTEIN SUPPLY COMPANY Total:	865.17
Vendor: 2398 - SANJAY MISHRA					
04032024	104629	04/19/2024	100-341-42302	PW OFFICERS INSTUTE CONFERENCE REIMBURSEMENT	172.86

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04032024	104629	04/19/2024	100-341-42303	PW OFFICERS INSTUTE CONFERENCE REIMBURSEMENT	86.00
Vendor 2398 - SANJAY MISHRA Total:					258.86
Vendor: SAV04 - SAVE MART SUPERMARKETS					
04082024	104665	04/26/2024	212-461-33218	REFUND OVERPAYMENT FOR TUP23-05	120.00
Vendor SAV04 - SAVE MART SUPERMARKETS Total:					120.00
Vendor: 2825 - SENSORTECH, LLC.					
33198	104716	05/03/2024	525-118-42510	RENEWAL FOR SENSOR FOR FUEL TANK	120.00
Vendor 2825 - SENSORTECH, LLC. Total:					120.00
Vendor: 1714 - SHERRI D. LEWIS					
CC017PINOLE-FY2023/24	104630	04/19/2024	100-112-42101	PREPARE MINUTES FOR CITY COUNCIL MTG. 04022024	1,012.50
CC018PINOLE-FY2023/24	104666	04/26/2024	100-112-42101	PREPARE FINANCE SUBCOMMITTEE MINUTES 03272024	225.00
CC019PINOLE-FY2023/24	104717	05/03/2024	100-112-42101	PREPARE MINUTES CC MTG. 04162024	600.00
Vendor 1714 - SHERRI D. LEWIS Total:					1,837.50
Vendor: 2632 - SHIPLEY POOL SERVICE					
967236296	104631	04/19/2024	209-557-42108	POOL MAINTENANCE	19,546.75
967236301	104718	05/03/2024	209-557-42108	POOL MONTHLY MAINTENANCE SWIM CENTER	3,316.66
Vendor 2632 - SHIPLEY POOL SERVICE Total:					22,863.41
Vendor: 2048 - SONIC.NET, LLC					
1007962432	104632	04/19/2024	525-118-43106	SOFTWARE SUPPORT MAY 2024	557.24
Vendor 2048 - SONIC.NET, LLC Total:					557.24
Vendor: SON08 - SONSRAY MACHINERY, LLC.					
PSO125123-1	104719	05/03/2024	100-345-42107	TURF TIRE KIT CY	988.83
Vendor SON08 - SONSRAY MACHINERY, LLC. Total:					988.83
Vendor: SQU00 - SQUARE DEAL GARAGE					
42567	104633	04/19/2024	100-343-42107	OIL CHANGE AND GASKET SET	545.19
45849	104633	04/19/2024	100-343-42107	OIL CHANGE	91.50
Vendor SQU00 - SQUARE DEAL GARAGE Total:					636.69
Vendor: STA42 - STAPLES BUSINESS CREDIT					
MARCH 2024	104720	05/03/2024	100-111-42201	CITYWIDE OFFICE SUPPLIES	44.54
MARCH 2024	104720	05/03/2024	100-111-42201	CITYWIDE OFFICE SUPPLIES	9.00
MARCH 2024	104720	05/03/2024	100-111-42201	CITYWIDE OFFICE SUPPLIES	106.38
MARCH 2024	104720	05/03/2024	100-111-42201	CITYWIDE OFFICE SUPPLIES	62.64
MARCH 2024	104720	05/03/2024	100-111-42201	CITYWIDE OFFICE SUPPLIES	157.29
MARCH 2024	104720	05/03/2024	100-116-42201	CITYWIDE OFFICE SUPPLIES	71.83
MARCH 2024	104720	05/03/2024	100-116-42514	CITYWIDE OFFICE SUPPLIES	96.93
MARCH 2024	104720	05/03/2024	100-116-42514	CITYWIDE OFFICE SUPPLIES	10.86
MARCH 2024	104720	05/03/2024	100-221-42514	CITYWIDE OFFICE SUPPLIES	317.63
MARCH 2024	104720	05/03/2024	100-222-42514	CITYWIDE OFFICE SUPPLIES	176.13
MARCH 2024	104720	05/03/2024	100-222-42514	CITYWIDE OFFICE SUPPLIES	40.84
MARCH 2024	104720	05/03/2024	100-341-42201	CITYWIDE OFFICE SUPPLIES	41.19
MARCH 2024	104720	05/03/2024	212-462-42201	CITYWIDE OFFICE SUPPLIES	41.19
MARCH 2024	104720	05/03/2024	212-462-47103	CITYWIDE OFFICE SUPPLIES	241.43
MARCH 2024	104720	05/03/2024	212-462-47103	CITYWIDE OFFICE SUPPLIES	153.64
Vendor STA42 - STAPLES BUSINESS CREDIT Total:					1,571.52
Vendor: STE20 - STERICYCLE, INC.					
8006622477	104634	04/19/2024	100-222-42101	MEDICAL WASTE PD	66.30
Vendor STE20 - STERICYCLE, INC. Total:					66.30

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Vendor: 1253 - TARAH ORNELAS					
1061	104721	05/03/2024	209-552-43809	NEWSLETTER PRINTING MAY PSC	305.90
1062	104721	05/03/2024	209-551-42515	YARD SIGNS FOR COMMUNITY SERVICE DAY	184.06
Vendor 1253 - TARAH ORNELAS Total:					489.96
Vendor: 2824 - THE HERTZ CORPORATION					
85695	104667	04/26/2024	160-341-47104	2023 CHEVROLET BOLT EUV	22,588.91
85705	104668	04/26/2024	160-341-47104	2023 CHEVROLET BOLT EUV	22,611.96
Vendor 2824 - THE HERTZ CORPORATION Total:					45,200.87
Vendor: LEW08 - THE LEW EDWARDS GROUP					
001-03312024	104669	04/26/2024	100-115-42101	PROFESSIONAL SERVICES FEBRUARY / MARCH 2024	9,750.00
Vendor LEW08 - THE LEW EDWARDS GROUP Total:					9,750.00
Vendor: 2815 - TINA'S PLACE					
200101	104722	05/03/2024	100-110-42515	CATERING FOR MAYOR'S CONFERENCE 050224	5,749.14
Vendor 2815 - TINA'S PLACE Total:					5,749.14
Vendor: TRA20 - TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC.					
263397-202402-1	104670	04/26/2024	525-118-42510	DATA SOFTWARE FEBRUARY 2024	111.20
263397-202403-1	104670	04/26/2024	525-118-42510	DATA SOFTWARE MARCH 2024	148.60
Vendor TRA20 - TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC. Total:					259.80
Vendor: 2668 - UBEO BUSINESS SERVICES					
4472544	104671	04/26/2024	525-118-42107	COPIERS CITYWIDE EQUIPMENT	1,349.45
Vendor 2668 - UBEO BUSINESS SERVICES Total:					1,349.45
Vendor: ULI01 - ULINE					
176680217	104635	04/19/2024	500-641-42108	RECORD STORAGE RACK WPCP	684.42
Vendor ULI01 - ULINE Total:					684.42
Vendor: USP02 - UNITED STATES POSTAL SVC					
MAY 2024	104636	04/19/2024	209-552-43809	MAY 2024 MONTHLY POSTAGE FOR NEWSLETTER PSC	300.00
Vendor USP02 - UNITED STATES POSTAL SVC Total:					300.00
Vendor: UNIO7 - UNIVERSAL BUILDING SVCS.					
13596	104723	05/03/2024	100-343-42108	JANITORIAL SUPPLIES CY	328.42
13671	104723	05/03/2024	100-343-42108	JANITORIAL SUPPLIES CY	85.95
Vendor UNIO7 - UNIVERSAL BUILDING SVCS. Total:					414.37
Vendor: USB06 - US BANK					
525639985	104637	04/19/2024	525-118-42107	COPIER CONTRACT SERVICE	2,501.86
APRIL 2024	104724	05/03/2024	100-20018	CITYWIDE CREDIT CARDS	34,717.46
Vendor USB06 - US BANK Total:					37,219.32
Vendor: VAL04 - VALLEJO FIRE EXTINGUISHER					
95208	104725	05/03/2024	100-222-42514	FIRE EXTINGUISHER RECHARGE PD	323.95
Vendor VAL04 - VALLEJO FIRE EXTINGUISHER Total:					323.95
Vendor: VER02 - VERIZON WIRELESS					
9961727751	104672	04/26/2024	525-118-43101	CITYWIDE CELL PHONES	4,674.27
Vendor VER02 - VERIZON WIRELESS Total:					4,674.27
Vendor: WES63 - WESCO GRAPHICS, INC.					
53237	104638	04/19/2024	209-551-42514	SPRING/SUMMER POSTCARD PRINTING RECREATION	1,707.86
Vendor WES63 - WESCO GRAPHICS, INC. Total:					1,707.86
Vendor: 2603 - WEST VALLEY CONSTRUCTION CO, INC.					
150361	104639	04/19/2024	500-642-47201	ENGINEERING DESIGN SVCS FOR SANITARY SEWER	9,097.50
Vendor 2603 - WEST VALLEY CONSTRUCTION CO, INC. Total:					9,097.50

WARRANT LISTING

Payment Dates: 4/6/2024 - 5/3/2024

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2697 - WEST YOST & ASSOCIATES, INC.					
2057631	104640	04/19/2024	106-344-42101	STORM DRAIN MASTER PLAN CONSULTING	2,981.78
2057736	104640	04/19/2024	100-343-42101	WATER REUSE OPPORTUNITIES ASSESSMENT	755.00
Vendor 2697 - WEST YOST & ASSOCIATES, INC. Total:					3,736.78
Vendor: 1520 - WEX BANK					
96280469	104641	04/19/2024	100-221-44301	FUEL PURCHASES PD	257.86
Vendor 1520 - WEX BANK Total:					257.86
Vendor: WIL52 - WILLDAN FINANCIAL SERVICES					
010-58241	104673	04/26/2024	500-641-42101	SEWER RATE STUDY MARCH 2024	5,520.00
Vendor WIL52 - WILLDAN FINANCIAL SERVICES Total:					5,520.00
Grand Total:					1,089,234.92

Report Summary

Fund Summary

Fund	Payment Amount
100 - General Fund	691,075.75
105 - Measure S -2006	553.23
106 - MEASURE S-2014	4,862.63
160 - EQUIPMENT RESERVE	45,200.87
200 - Gas Tax Fund	21,843.89
201 - Restricted Real Estate Maintenance Fund	394.27
207 - NPDES Storm Water Fund	596.48
209 - Recreation Fund	55,371.50
212 - Building & Planning	28,804.94
225 - Asset Seizure-Adjudicated Fund	2,000.00
226 - CASp Certification and Training Fund	461.60
285 - Housing Land Held for Resale	160.31
310 - Lighting & Landscape Districts	822.24
500 - Sewer Enterprise Fund	188,085.54
505 - Cable Access TV	365.16
525 - Information Systems	47,796.56
998 - Payroll Clearing	839.95
Grand Total:	1,089,234.92

Account Summary

Account Number	Account Name	Payment Amount
100-10601	Gas Tanks/Corp Yard	12,369.49
100-110-41002	Emp Benefits/Dental	338.60
100-110-42302	Travel & Training/Mileage	537.65
100-110-42303	Travel & Training/Meal Allowance	86.00
100-110-42514	Admin Exp/Special Depreciation	654.46
100-110-42515	Admin Exp/Special Events	5,749.14
100-110-43103	Utilities/Electricity & Power	121.84
100-111-41002	Emp Benefits/Dental	236.84
100-111-41004	Emp Benefits/PERS Retirement	1,022.49
100-111-42201	Office Expense	6,954.31
100-111-42303	Travel & Training/Meal Allowance	140.97
100-111-43103	Utilities/Electricity & Power	160.31
100-112-41002	Emp Benefits/Dental	383.55
100-112-42101	Prof Svcs/Professional Services	1,891.47
100-112-43103	Utilities/Electricity & Power	176.34
100-113-41002	Emp Benefits/Dental	108.99
100-113-42201	Office Expense	82.85
100-115-41002	Emp Benefits/Dental	364.69
100-115-42101	Prof Svcs/Professional Services	17,043.58
100-115-42201	Office Expense	12.40
100-115-43103	Utilities/Electricity & Power	439.26
100-116-41002	Emp Benefits/Dental	306.58
100-116-42101	Prof Svcs/Professional Services	20,002.58
100-116-42201	Office Expense	87.62
100-116-42303	Travel & Training/Meal Allowance	241.00
100-116-42514	Admin Exp/Special Depreciation	503.08
100-116-43103	Utilities/Electricity & Power	128.25
100-117-41004	Emp Benefits/PERS Retirement	258,442.42
100-117-43103	Utilities/Electricity & Power	1,426.78
100-20011	Accounts Payable/Miscellaneous	58,322.11
100-20018	Accounts Payable/California	34,717.46
100-221-41002	Emp Benefits/Dental	2,095.41
100-221-41008	Emp Benefits/Long Term Disability	1,188.00
100-221-42101	Prof Svcs/Professional Services	1,100.00
100-221-42107	Prof Svcs/Equipment Maintenance	872.31
100-221-42110	Prof Svcs/Fingerprinting	272.00

Account Summary

Account Number	Account Name	Payment Amount
100-221-42302	Travel & Training/Milea...	1,099.76
100-221-42514	Admin Exp/Special Depa...	317.63
100-221-44301	Other Materials Supp/F...	257.86
100-222-41002	Emp Benefits/Dental	536.19
100-222-42101	Prof Svcs/Professional Se..	2,721.30
100-222-42108	Prof Svcs/Building-Struc...	829.47
100-222-42201	Office Expense	1,176.89
100-222-42301	Travel & Training/Conf-R...	248.85
100-222-42514	Admin Exp/Special Depa...	1,000.92
100-222-43103	Utilities/Electricity & Po...	7,557.93
100-223-41002	Emp Benefits/Dental	1,304.82
100-223-41008	Emp Benefits/Long Term...	575.40
100-223-42101	Prof Svcs/Professional Se..	126.90
100-223-42106	Prof Svcs/Software Main...	1,925.16
100-223-43103	Utilities/Electricity & Po...	1,511.58
100-231-41004	Emp Benefits/PERS Retir...	90.25
100-231-42101	Prof Svcs/Professional Se..	179,398.00
100-231-43102	Utilities/Water	517.28
100-231-43103	Utilities/Electricity & Po...	7,145.41
100-341-41002	Emp Benefits/Dental	338.60
100-341-42201	Office Expense	41.19
100-341-42302	Travel & Training/Milea...	172.86
100-341-42303	Travel & Training/Meal A..	86.00
100-342-42514	Admin Exp/Special Depa...	1,364.51
100-342-44410	Safety Clothing	280.06
100-343-41002	Emp Benefits/Dental	889.25
100-343-42101	Prof Svcs/Professional Se..	755.00
100-343-42107	Prof Svcs/Equipment Ma...	636.69
100-343-42108	Prof Svcs/Building-Struc...	8,389.17
100-343-42301	Travel & Training/Conf-R...	6,900.00
100-343-42514	Admin Exp/Special Depa...	98.00
100-343-43102	Utilities/Water	282.46
100-343-43103	Utilities/Electricity & Po...	2,708.72
100-343-44306	Other Materials Supp/M...	883.48
100-343-44410	Safety Clothing	1,425.78
100-345-42107	Prof Svcs/Equipment Ma...	1,249.23
100-345-42511	Admin Exp/Equipment R...	3,658.50
100-345-43102	Utilities/Water	22,395.06
100-345-43103	Utilities/Electricity & Po...	560.46
100-345-44306	Other Materials Supp/M...	765.68
100-465-41002	Emp Benefits/Dental	127.85
100-551-42511	Admin Exp/Equipment R...	144.77
105-221-41002	Emp Benefits/Dental	434.43
105-221-41008	Emp Benefits/Long Term...	118.80
106-222-41002	Emp Benefits/Dental	127.85
106-341-42101	Prof Svcs/Professional Se..	717.00
106-343-42101	Prof Svcs/Professional Se..	1,036.00
106-344-42101	Prof Svcs/Professional Se..	2,981.78
160-341-47104	FF&E/Vehicles	45,200.87
200-342-43103	Utilities/Electricity & Po...	21,843.89
201-343-42513	Admin Exp/Rent	100.00
201-343-43103	Utilities/Electricity & Po...	294.27
207-344-42101	Prof Svcs/Professional Se..	596.48
209-551-41002	Emp Benefits/Dental	173.64
209-551-42201	Office Expense	135.09
209-551-42514	Admin Exp/Special Depa...	2,153.82
209-551-42515	Admin Exp/Special Events	381.65
209-552-41002	Emp Benefits/Dental	206.65

Account Summary

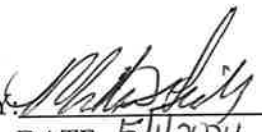
Account Number	Account Name	Payment Amount
209-552-42101	Prof Svcs/Professional Se..	15.00
209-552-42108	Prof Svcs/Building-Struc...	925.91
209-552-43103	Utilities/Electricity & Po...	4,213.55
209-552-43802	Program Cost/Class Fees	1,738.25
209-552-43804	Program Cost/Food Prog...	5,331.79
209-552-43805	Program Cost/Travel	3,366.00
209-552-43809	Program Cost/Newsletter	605.90
209-552-43810	Program Cost/Center Ma..	140.00
209-552-43811	Program Cost/Supplies	59.49
209-553-42108	Prof Svcs/Building-Struc...	101.59
209-553-43102	Utilities/Water	33.75
209-553-43103	Utilities/Electricity & Po...	182.85
209-554-41002	Emp Benefits/Dental	115.07
209-554-42108	Prof Svcs/Building-Struc...	1,040.29
209-554-43103	Utilities/Electricity & Po...	72.98
209-557-42101	Prof Svcs/Professional Se..	9,500.00
209-557-42108	Prof Svcs/Building-Struc...	22,863.41
209-557-43102	Utilities/Water	1,091.11
209-557-43103	Utilities/Electricity & Po...	168.66
209-558-42108	Prof Svcs/Building-Struc...	447.62
209-558-43103	Utilities/Electricity & Po...	11.55
209-559-43103	Utilities/Electricity & Po...	295.88
212-20346	Developer Deposit/830-...	2,836.00
212-461-33218	Permits/Conditional Use...	120.00
212-461-34229	Fees/Other Fees	450.00
212-461-41002	Emp Benefits/Dental	255.70
212-461-42101	Prof Svcs/Professional Se..	23,450.00
212-461-42514	Admin Exp/Special Depa...	164.90
212-461-43103	Utilities/Electricity & Po...	192.37
212-462-41002	Emp Benefits/Dental	415.57
212-462-42201	Office Expense	41.19
212-462-43103	Utilities/Electricity & Po...	484.14
212-462-47103	FF&E/Furniture & Applia...	395.07
225-221-42514	Admin Exp/Special Depa...	2,000.00
226-000-34223	Fees/CASp Fee \$4	461.60
285-464-43103	Utilities/Electricity & Po...	160.31
310-347-43103	Utilities/Electricity & Po...	422.24
310-348-43103	Utilities/Electricity & Po...	400.00
500-10601	Gas Tanks/Corp Yard	5,026.21
500-641-41002	Emp Benefits/Dental	1,023.03
500-641-42101	Prof Svcs/Professional Se..	6,718.80
500-641-42107	Prof Svcs/Equipment Ma...	3,419.50
500-641-42108	Prof Svcs/Building-Struc...	871.45
500-641-42201	Office Expense	283.29
500-641-43103	Utilities/Electricity & Po...	86,953.79
500-641-44302	Other Materials Supp/SI...	10,035.53
500-641-44303	Other Materials Supp/C...	40,668.44
500-641-44305	Other Materials Supp/La...	1,876.11
500-641-44306	Other Materials Supp/M...	6,862.92
500-641-44410	Safety Clothing	2,701.07
500-642-41002	Emp Benefits/Dental	382.25
500-642-42101	Prof Svcs/Professional Se..	10,471.29
500-642-43103	Utilities/Electricity & Po...	854.16
500-642-44410	Safety Clothing	840.20
500-642-47201	Improvements/Building	9,097.50
505-119-41002	Emp Benefits/Dental	255.70
505-119-43103	Utilities/Electricity & Po...	109.46
525-118-42107	Prof Svcs/Equipment Ma...	3,851.31

Account Summary

Account Number	Account Name	Payment Amount
525-118-42510	AdminrExp/Software Pur...	25,010.89
525-118-43101	Utilities/Telephone	16,768.66
525-118-43105	Utilities/Cable	60.87
525-118-43106	Utilities/Internet	2,104.83
998-20105	Sal & Ben Payable/Denta...	839.95
Grand Total:		1,089,234.92

Project Account Summary

Project Account Key	Payment Amount
None	1,078,346.42
10034342101IN2103	755.00
10634342101IN2102	1,036.00
50064247201SS2201	9,097.50
Grand Total:	1,089,234.92

APPROVED BY: 
DATE: 5/1/2024



CITY COUNCIL REPORT

9.C.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: SANJAY MISHRA, PUBLIC WORKS DIRECTOR
SUBJECT: AWARD A CONTRACT FOR CONSULTING SERVICES FOR SOLID WASTE, RECYCLING AND ORGANIC MATERIAL AGREEMENTS NEGOTIATION (RFP NO. PW-2024-01) TO R3 CONSULTING GROUP, INC. IN AN AMOUNT NOT TO EXCEED \$48,000

RECOMMENDATION

Staff recommends that the City Council adopt a resolution (Attachment A) to:

1. Accept the proposal from R3 Consulting Group, Inc. and for Consulting Services for Solid Waste, Recycling and Organic Material Agreements Negotiation (RFP No. PW-2024-01);
2. Award a contract for Consulting Services for Solid Waste, Recycling and Organic Material Agreements Negotiation (RFP No. PW-2024-01);
3. Authorize the Interim City Manager to execute a Consulting Services Agreement (Attachment B, the "Agreement") with R3 Consulting Group, Inc. in an amount not to exceed \$48,000 in a form to be approved by the City Attorney; and
4. Authorize the Interim City Manager or their designee to issue any necessary amendments to complete additional work within their contract authority.

BACKGROUND

Franchise Agreement : The City entered into a Franchise Agreement with Richmond Sanitary Services, Inc. (RSS), a wholly owned subsidiary of Republic Services, Inc. (Republic), on May 15, 2001, which was amended April 1, 2007, December 16, 2008, and November 5, 2013 (Franchise Agreement). The 2001 Franchise Agreement replaced a Franchise Agreement dated August 18, 1986, which was amended in January 20, 1994, and March 20, 2000. The Franchise Agreement grants RSS the exclusive right and privilege to collect and dispose of all solid waste in the City through June 30, 2025.

The City intends to negotiate one (1) exclusive Collection Services Agreement with RSS in accordance with pertinent federal, state, and local laws, and industry best practices. The Collection Services Agreement will replace the current Franchise Agreement for services to collect and deliver for disposal, recycling or processing all solid waste, recycling and organic material originating in the City starting July 1, 2025, for a term of fifteen (15) years that may be extended by up to two (2) additional five (5) year terms at the City's option. Post-collection transfer, processing, recycling and disposal services (post-collection services) will not be included in this Collection Services Agreement.

Post-Collection Services Agreement: Post-collection services are currently managed by “RecycleMore”, a Contra Costa County special district government public agency officially known as West Contra Costa County Integrated Waste Management Authority (WCCIWMA) via an Agreement for Post-Collection Recycling, and Disposal Services dated October 10, 2013 (Post-Collection Agreement). The Post-Collection Agreement is set to expire on June 30, 2025, and the parties may agree to extend the agreement.

Consulting Services to Support City During Negotiation of Agreements: The City is seeking services from a qualified solid waste and recycling consultant firm or team (Consultant) with experience negotiating agreements for municipal solid waste, recycling, and organic materials collection and post-collection services in compliance with all relevant regulatory requirements and state mandates. Throughout the length of the Consulting Services Agreement, the Consultant will be responsible for providing technical assistance to City staff with all aspects of review, negotiation, preparation, and adoption of legally-compliant solid waste, recycling and organic material agreements for collection and post-collection services. The intended outcome of the negotiations will be City Council adoption of a Collection Services Agreement with RSS and execution of a Post-Collection Services Agreement between RSS and RecycleMore, with services under the new agreement starting effective July 1, 2025.

Requests for Proposals: On January 25, 2024, staff released a Request for Proposals for Consulting Services for Solid Waste, Recycling and Organic Material Agreements Negotiation (RFP No. PW-2024-01) on www.publicpurchase.com and www.ci.pinole.ca.s/bids. Proposals were due on February 20, 2024. No proposals were received. Staff performed outreach to a number of solid waste and recycling consultants and several indicated they might be interested in proposing another issuance of the RFP and additional time to prepare proposals. On February 29, 2024, staff released the RFP with proposals due on March 26, 2024.

REVIEW AND ANALYSIS

Proposals. Two (2) proposals were received by the proposal submission deadline, from R3 Consulting Group, Inc. and SCS Engineers. Proposals were evaluated by the City Evaluation Review Committee in accordance with the RFP and the proposal from R3 Consulting Group, Inc. was the highest ranked. On April 25, 2024, staff held an interview with the top-ranked proposer regarding their proposed approach, scope and cost and recommended entering into an agreement with the top-ranked proposer based on their proposal including experience performing similar services.

Recommendation. Staff recommends adopting the resolution awarding the agreement to R3 Consulting Group, Inc.

FISCAL IMPACT

There are adequate funds available in the Solid Waste Fund (214) to cover these consulting services.

ATTACHMENTS

- A. Resolution
- B. Consulting Services Agreement

RESOLUTION NO. 2024 – xx

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA, AWARDED A CONTRACT TO R3 CONSULTING GROUP, INC. FOR CONSULTING SERVICES FOR SOLID WASTE, RECYCLING AND ORGANIC MATERIAL AGREEMENTS NEGOTIATION IN AN AMOUNT NOT TO EXCEED \$48,000 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, the City of Pinole (“City”) entered into a Franchise Agreement with Richmond Sanitary Services, Inc. (“RSS”), a wholly owned subsidiary of Republic Services, Inc. (Republic), on May 15, 2001, which was amended April 1, 2007, December 16, 2008, and November 5, 2013 (“Franchise Agreement”); and

WHEREAS, the 2001 Franchise Agreement replaced a Franchise Agreement dated August 18, 1986, which was amended January 20, 1994, and March 20, 2000; and

WHEREAS, the Franchise Agreement grants RSS the exclusive right and privilege to collect and dispose of all solid waste in the City through June 30, 2025; and

WHEREAS, the City intends to negotiate one (1) exclusive Collection Services Agreement with RSS in accordance with pertinent federal, state, and local laws, and industry best practices; and

WHEREAS, the Collection Services Agreement will replace the current Franchise Agreement for services to collect and deliver for disposal, recycling or processing all solid waste, recycling and organic material originating in the City starting July 1, 2025 for a term of fifteen (15) years that may be extended by up to two (2) additional five (5) year terms at the City’s option; and

WHEREAS, post collection transfer, processing, recycling and disposal services (“post-collection services”) will not be included in this Collection Services Agreement; and

WHEREAS, post-collection services are currently managed by “RecycleMore”, a Contra Costa County special district government public agency officially known as West Contra Costa County Integrated Waste Management Authority (“WCCIWMA”) via an Agreement for Post-Collection Recycling, and Disposal Services dated October 10, 2013 (“Post-Collection Agreement”); and

WHEREAS, the Post-Collection Agreement is set to expire on June 30, 2025 and the parties may agree to extend the agreement; and

WHEREAS, the City sought services to provide support with completing negotiations of the Collection Services Agreement and during negotiations for the Post-Collection Agreement from a qualified solid waste and recycling consultant firm or team with experience negotiating agreements for municipal solid waste, recycling, and organic materials collection and post-collection services in compliance with all relevant regulatory requirements and state mandates; and

WHEREAS, the City issued a Request for Proposals (RFP) on February 29, 2024, on www.publicpurchase.com, posted the RFP on www.ci.pinoles.ca.us/bids and distributed to selected firms who had downloaded a previous issuance of the RFP on the PublicPurchase website, seeking proposals from qualified consultants to provide Consulting Services for Solid Waste, Recycling and Organic Material Agreements Negotiation (RFP No. PW-2024-01); and

WHEREAS, two (2) proposals were received by the deadline on March 26, 2024 and evaluated by a City Evaluation Review Committee (“Committee”) based on the criteria outlined in the RFP, including the consultant's qualifications and proposed organization and staffing, project approach and work plan, schedule and cost; and

WHEREAS, Staff and members of the Committee interviewed the top-ranked proposer on April 25, 2024; and

WHEREAS, the Committee and interview panel has recommended that the contract be awarded to R3 Consulting Group, Inc. based on the firm’s proposal including experience performing similar services;

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Pinole as follows:

1. R3 Consulting Group Inc.’s proposal is accepted by the City Council for Consulting Services for Solid Waste, Recycling and Organic Material Agreements Negotiation (RFP No. PW-2024-01).
2. A contract for Consulting Services for Solid Waste, Recycling and Organic Material Agreements Negotiation (RFP No. PW-2024-01) is awarded to R3 Consulting Group Inc. in an amount not to exceed \$48,000.
3. The Interim City Manager is authorized to execute a Consulting Services Agreement with R3 Consulting Group, Inc. in an amount not to exceed \$48,000 in a form to be approved by the City Attorney.
4. The Interim City Manager or their designee is authorized to issue any necessary amendments to complete additional work within their contract authority.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 7th day of May 2024 by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 7th day of May 2024.

Heather Bell
City Clerk

**CONSULTING SERVICES AGREEMENT BETWEEN
THE CITY OF PINOLE AND
[NAME OF CONSULTANT]**

THIS AGREEMENT for consulting services is made by and between the City of Pinole ("City") and R3 Consulting Group, Inc. ("Consultant") (together sometimes referred to as the "Parties") as of May, 2024 (the "Effective Date") in Pinole, California.

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services described in the Scope of Work attached as Exhibit A at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

- 1.1 **Term of Services.** The term of this Agreement shall begin on the Effective Date and shall end on July 31, 2025, and Consultant shall complete the work described in Exhibit A by that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Consultant to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8.
- 1.2 **Standard of Performance.** Consultant shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Consultant is engaged in the geographical area in which Consultant practices its profession. Consultant shall prepare all work products required by this Agreement in a professional manner and shall conform to the standards of quality normally observed by a person practicing in Consultant's profession.
- 1.3 **Assignment of Personnel.** Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Consultant shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.
- 1.4 **Time.** Consultant shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Section 1.1 above and to satisfy Consultant's obligations hereunder.

Section 2. COMPENSATION. City hereby agrees to pay Consultant an amount not to exceed forty-eight thousand dollars (\$48,000), for all work set forth in Exhibit A and all reimbursable expenses incurred in performing the work. In the event of a conflict between this Agreement and Consultant's proposal regarding the amount of compensation, the Agreement shall prevail. City shall pay Consultant for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Consultant for services rendered pursuant to this Agreement.

Consultant shall submit all invoices to City in the manner specified herein. Except as specifically authorized by City, Consultant shall not bill City for duplicate services performed by more than one person.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 Invoices. Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:

- Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
- The beginning and ending dates of the billing period;
- A Task Summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The total number of hours of work performed under the Agreement by Consultant and each employee, agent, and subcontractor of Consultant performing services hereunder, as well as a separate notice when the total number of hours of work by Consultant and any individual employee, agent, or subcontractor of Consultant reaches or exceeds 800 hours, which shall include an estimate of the time necessary to complete the work described in Exhibit A;
- The Consultant's signature.

2.2 Monthly Payment. City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall have 30 days from the receipt of an invoice that complies with all of the requirements above to pay Consultant.

2.3 Final Payment. City shall pay the last 10% of the total sum due pursuant to this Agreement within sixty (60) days after completion of the services and submittal to City of a final invoice, if all services required have been satisfactorily performed.

2.4 Total Payment. City shall pay for the services to be rendered by Consultant pursuant to this Agreement. City shall not pay any additional sum for any expense or cost whatsoever

incurred by Consultant in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

In no event shall Consultant submit any invoice for an amount in excess of the maximum amount of compensation provided above either for a task or for the entire Agreement, unless the Agreement is modified prior to the submission of such an invoice by a properly executed change order or amendment.

- 2.5 Hourly Fees.** Fees for work performed by Consultant on an hourly basis shall not exceed the amounts shown on the following fee schedule attached hereto as Exhibit B.
- 2.6 Reimbursable Expenses.** Reimbursable expenses are specified in Exhibit B, and shall not exceed _____(\$ _____). Expenses not listed in Exhibit B are not chargeable to City. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.
- 2.7 Payment of Taxes.** Consultant is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.
- 2.8 Payment upon Termination.** In the event that the City or Consultant terminates this Agreement pursuant to Section 8, the City shall compensate the Consultant for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Consultant shall maintain adequate logs and timesheets in order to verify costs incurred to that date.
- 2.9 Authorization to Perform Services.** The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement. City shall make available to Consultant only the facilities and equipment listed in Exhibit C, and only under the terms and conditions set forth therein.

Section 4. INSURANCE REQUIREMENTS. Before beginning any services under this Agreement, Consultant, at its own cost and expense, shall procure the types and amounts of insurance specified herein and maintain that insurance throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid or proposal. Consultant shall be fully responsible for the acts and omissions of its subcontractors or other agents.

- 4.1 Workers' Compensation.** Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant in the amount required by applicable law. The requirement to maintain Statutory Workers' Compensation and Employer's Liability Insurance may be waived by the City upon written verification that

Consultant is a sole proprietor and does not have any employees and will not have any employees during the term of this Agreement.

4.2 Commercial General and Automobile Liability Insurance.

4.2.1 General requirements. Consultant, at its own cost and expense, shall maintain commercial general and automobile liability insurance for the term of this Agreement in an amount not less than TWO MILLION DOLLARS (\$2,000,000) per occurrence and FOUR MILLION DOLLARS (\$4,000,000) aggregate, combined single limit coverage for risks associated with the work contemplated by this Agreement.

4.2.2 Minimum scope of coverage. Commercial general coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition) covering any auto (Code 1), or if Consultant has no owned autos, hired (code 8) and non-owned autos (Code 9). No endorsement shall be attached limiting the coverage.

4.2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

- a. The Commercial General and Automobile Liability Insurance shall cover on an occurrence basis.
- b. City, its officers, officials, employees, agents, and volunteers shall be covered as additional insureds for liability arising out of work or operations on behalf of the Consultant, including materials, parts, or equipment furnished in connection with such work or operations; or automobiles owned, leased, hired, or borrowed by the Consultant. Coverage can be provided in the form of an endorsement to the Consultant's insurance at least as broad as CG 20 10 11 85, or both CG 20 10 10 01 and CG 20 37 10 01.
- c. For any claims related to this Agreement or the work hereunder, the Consultant's insurance covered shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents, or volunteers shall be excess of the Consultant's insurance and non-contributing.
- d. The policy shall cover inter-insured suits and include a "separation of Insureds" or "severability" clause which treats each insured separately.
- e. Consultant agrees to give at least 30 days prior written notice to City before coverage is canceled or modified as to scope or amount

4.3 Professional Liability Insurance.

4.3.1 General requirements. Consultant, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000) per occurrence or claim covering the Consultant's errors and omissions.

4.3.2 Claims-made limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

- a. The retroactive date of the policy must be shown and must be before the date of the Agreement.
- b. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work.
- c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Consultant must provide extended reporting coverage for a minimum of five (5) years after completion of work under this Agreement.
- d. A copy of the claim reporting requirements must be submitted to the City prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

4.4.1 Submittal Requirements. Consultant shall submit the following to City prior to beginning services:

- a. Certificate of Liability Insurance in the amounts specified in this Agreement; and
- b. Additional Insured Endorsement as required for the General Commercial and Automobile Liability Policies.

4.4.2 Acceptability of insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.3 Deductibles and Self-Insured Retentions. Insurance obtained by the Consultant shall have a self-insured retention or deductible of no more than ONE HUNDRED THOUSAND DOLLARS (\$100,000).

4.4.4 Wasting Policies. No policy required herein shall include a "wasting" policy limit (i.e. limit that is eroded by the cost of defense).

4.4.5 Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer or contractor may require from Consultant by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be

necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

4.4.6 Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein, and Consultant shall ensure that City, its officers, officials, employees, agents, and volunteers are covered as additional insured on all coverages.

4.4.7 Excess Insurance. If Consultant maintains higher insurance limits than the minimums specified herein, City shall be entitled to coverage for the higher limits maintained by the Consultant.

4.5 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option: 1) obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement; 2) order Consultant to stop work under this Agreement and withhold any payment that becomes due to Consultant hereunder until Consultant demonstrates compliance with the requirements hereof; and/or 3) terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES.

4.1 General Indemnification. To the fullest extent permitted by law, Contractor shall defend, indemnify and hold City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged negligent acts, omissions or willful misconduct of Contractor, its officials, officers, employees, agents, subcontractors and subcontractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of all consequential damages, attorneys' fees and other related costs and expenses. Contractor shall defend, at Contractor's own cost, expense, and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents, or volunteers, in any such suit, action or other legal proceeding. Contractor shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs, including reasonable attorneys' fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by City or its directors, officials, officers, employees, agents or volunteers. Notwithstanding the foregoing, to the extent Contractor's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor. This Section 5.1 shall

survive any expiration or termination of this Agreement.

- 4.2 **PERS Indemnification.** In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Section 6. STATUS OF CONSULTANT.

- 6.1 **Independent Contractor.** At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City. City shall have the right to control Consultant only insofar as the results of Consultant's services rendered pursuant to this Agreement and assignment of personnel pursuant to Subparagraph 1.3; however, otherwise City shall not have the right to control the means by which Consultant accomplishes services rendered pursuant to this Agreement. Notwithstanding any other City, state, or federal policy, rule, regulation, law, or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any and all claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in the California Public Employees Retirement System (PERS) as an employee of City and entitlement to any contribution to be paid by City for employer contributions and/or employee contributions for PERS benefits.
- 6.2 **Consultant No Agent.** Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

- 7.1 **Governing Law.** The laws of the State of California shall govern this Agreement.
- 7.2 **Compliance with Applicable Laws.** Consultant and any subcontractors shall comply with all laws applicable to the performance of the work hereunder.
- 7.3 **Other Governmental Regulations.** To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Consultant and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.
- 7.4 **Licenses and Permits.** Consultant represents and warrants to City that Consultant and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and

approvals of whatsoever nature that are legally required to practice their respective professions. Consultant represents and warrants to City that Consultant and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid Business Licenses from City.

7.5 Pinole Business License. Consultant shall obtain a City of Pinole business license according to the terms of Title 5 of the City of Pinole Municipal Code and deliver to City proof of such business license prior to beginning work under this Agreement. Work under this Agreement cannot begin until the City receives proof that Consultant has obtained a City of Pinole business license.

7.6 Nondiscrimination and Equal Opportunity. Consultant shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement. Consultant shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Consultant thereby.

Consultant shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement.

Section 8. TERMINATION AND MODIFICATION.

8.1 Termination. City may cancel this Agreement at any time and without cause upon written notification to Consultant.

In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement.

8.2 Extension. City may, in its sole and exclusive discretion, extend the end date of this Agreement beyond that provided for in Subsection 1.1. Any such extension shall be specified in writing by the City. Consultant understands and agrees that if City issues such an extension, City shall have no obligation to provide Consultant with compensation beyond the maximum amount provided for in this Agreement. Similarly, unless authorized by the City, City shall have no obligation to reimburse Consultant for any otherwise reimbursable expenses incurred during the extension period.

- 8.3 **Amendments.** The parties may amend this Agreement only by a writing signed by all the parties.
- 8.4 **Assignment and Subcontracting.** City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique professional competence, experience, and specialized professional knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the personal reputation and competence of Consultant. Consultant may not assign this Agreement or any interest therein without the prior written approval of the City. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the City.
- 8.5 **Survival.** All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant shall survive the termination of this Agreement.
- 8.6 **Options upon Breach by Consultant.** If Consultant materially breaches any of the terms of this Agreement, City's remedies shall included, but not be limited to, the following:
- 8.6.1 Immediately terminate the Agreement;
 - 8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;
 - 8.6.3 Retain a different consultant to complete the work described in Exhibit A not finished by Consultant; or
 - 8.6.4 Charge Consultant the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 if Consultant had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

- 9.1 **Records Created as Part of Consultant's Performance.** All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and

agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports, and other documents are confidential and will not be released to third parties without prior written consent of both parties.

9.2 Consultant's Books and Records. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement.

9.3 Inspection and Audit of Records. Any records or documents that Section 9.2 of this Agreement requires Consultant to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds TEN THOUSAND DOLLARS (\$10,000.00), the Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

10.1 Attorneys' Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

10.2 Venue. In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Contra Costa or in the United States District Court for the Northern District of California.

10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

- 10.5 **Successors and Assigns.** The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.
- 10.6 **Use of Recycled Products.** Consultant shall endeavor to prepare and submit all reports, written studies, and other printed material on recycled paper to the extent it is available at equal or less cost than virgin paper.
- 10.7 **Conflict of Interest.** Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Consultant in a “conflict of interest,” as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

Consultant hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous twelve months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of Government Code §1090 *et seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Consultant will be required to reimburse the City for any sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

Consultant will comply with all conflict-of-interest laws and regulations including, without limitation, City’s Conflict of Interest Code (on file in the City Clerk’s Office). It is incumbent upon the Consultant or Consultant’s firm to notify the City pursuant to section 10.10 Notices of any staff changes relating to this Agreement.

- a. In accomplishing the scope of services of this Agreement, all officers, employees and/or agents of Consultant, unless as indicated in Subsection b., will be performing a very limited and closely supervised function, and, therefore, are unlikely to have a conflict of interest arise. No disclosures are required for any officers, employees, and/or agents of Consultant, except as indicated in Subsection b.

Initialed by City Attorney’s Office

- b. In accomplishing the scope of services of this Agreement, Consultant(s) will be performing a specialized or general service for the City, and there is substantial likelihood that the Consultant's work product will be presented, either written or orally, for the purpose of influencing a governmental decision. As a result, the following Consultant(s) shall be subject to the Disclosure Category "1-5" of the City's Conflict of Interest Code:

- 10.8 Solicitation.** Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.
- 10.9 Contract Administration.** This Agreement shall be administered by Sanjay Mishra who shall act as the City's representative. All correspondence shall be directed to or through Sanjay Mishra or his or her designee.
- 10.10 Notices.** Any written notice to Consultant shall be sent to:

Scott Hanin, Principal

R3 Consulting Group, Inc.

1512 Eureka Rd, Ste 220

Roseville, CA 95661

Any written notice to City shall be sent to:

Sanjay Mishra, P.E., T.E., Public Works Director

City of Pinole

2131 Pear St

Pinole, CA 94564

- 10.11 Professional Seal.** Where applicable in the determination of the City, the first page of a technical report, first page of design specifications, and each page of construction drawings shall be stamped/sealed and signed by the licensed professional responsible for the report/design preparation.
- 10.12 Integration; Incorporation.** This Agreement, including all the exhibits attached hereto, represents the entire and integrated agreement between City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral. All exhibits attached hereto are incorporated by reference herein.
- 10.13 Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.

The Parties have executed this Agreement as of the Effective Date.

CITY OF PINOLE

CONSULTANT

Neil Gang, Interim City Manager

NAME

Consultant's City of Pinole Business

License #:_____

Approved as to Form:

Eric S. Casher, City Attorney

Attest:

Heather Bell, City Clerk

EXHIBIT A
SCOPE OF SERVICES



CITY COUNCIL REPORT

9.D.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: SANJAY MISHRA, PUBLIC WORKS DIRECTOR
SUBJECT: ADOPT A RESOLUTION TO APPROVE A LIST OF PROJECTS FOR FISCAL YEAR 2024/25 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

RECOMMENDATION

It is recommended that the City Council adopt a resolution to approve the list of City projects to be funded in fiscal year (FY) 2024/25 by SB 1: The Road Repair and Accountability Act of 2017.

BACKGROUND

In April 2017, the Governor signed into law Senate Bill 1 (SB 1): The Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017). SB 1 provides additional gas tax funding to State and local agencies to address significant multi-modal transportation infrastructure funding shortfalls.

SB 1 will provide additional funding to the City of Pinole to be used to maintain the City's existing road system. The City expects to receive \$453,311 in SB 1 funding for FY 2024/25.

The City will continue to use gas taxes for routine road maintenance including crack sealing, pothole patching, sidewalks, signage, signals, streetlights, street trees, and sound walls. SB 1 funds will be used for road maintenance treatments to extend the life of the pavement as intended by the Governor at the time SB 1 was signed into law. Maintenance treatments include slurry seals, cape seals, and thin asphalt overlays. Measure J and Measure S 2014 also contribute funds for road maintenance and rehabilitation.

SB 1 requires cities and counties to provide detailed information annually about the projects funded by SB 1. The details include project name, description, location, budget amount, completion date, and the useful life of the project. For FY 2024/25, this information must be submitted to the California Transportation Commission by July 1, 2024.

The City is responsible for the maintenance and repair of approximately 52.02 centerline miles of streets, which are defined in 351 pavement sections. The City's arterial and residential roadways are maintained and rehabilitated using various pavement treatments.

The City participates in the Metropolitan Transportation Commission (MTC) Pavement Technical Assistance Program (P-TAP), which provides grant funding to utilize a pavement management program (PMP) software called StreetSaver to evaluate the pavement network

and provides funding for a consultant to prepare a P-TAP Pavement Management Report.

REVIEW AND ANALYSIS

The PTAP-24 Pavement Management Report was prepared for the City by Harris and Associates, who visually inspected every section of pavement in Pinole. The data collected in the field was imported into the StreetSaver database, which generates a scoring of the condition of each street segment. This score is known as the Pavement Condition Index (PCI) and is based on a scale of 0-100. Each road section received a condition score. StreetSaver identifies where to invest limited road maintenance funds in order to achieve the best return on investment in terms of improving the overall PCI. This computer model uses a “fix it first” approach to recommend which segments of the road system should be targeted for treatment based on different spending levels. Constrained spending, as experienced in Pinole, results in selecting roads that are in fairly good condition.

On December 10, 2020, the City issued a Request for Proposals (RFP) for preliminary engineering and design services to advance CIP Project RO2101 along with other projects. On February 2, 2021, City Council awarded a contract to CSW/Stuber-Stroeh Engineering Group, Inc. to complete preliminary engineering and design for several roadway projects including CIP Project RO2101. Preliminary engineering for this project involved a comparative pavement analysis on various segments of Estates Avenue, Marlesta Road, Pinole Valley Road, Sarah Drive, and Shea Drive to validate StreetSaver recommendations and to suggest the optimum utilization of available funds.

After a comparative analysis and field visits to inspect the various sections noted below, Pinole Valley Road (Section ID 010, 020, 030, and 035) were recommended for treatment for CIP Project RO2101. The estimated cost of these improvements is \$2,500,000. This cost exceeds the amount of funding available. The current amount programmed for construction for CIP Project RO2101 is \$1,187,534.

In FY 2022/23, the City adopted Resolution 2022-53 to allocate \$428,910 in Road Maintenance & Rehabilitation Account (RMRA) funds (also known as SB 1 funds) for this project.

In FY 2023/24, the City adopted Resolution 2023-42 to allocate \$468,053 in Road Maintenance & Rehabilitation Account (RMRA) funds (also known as SB 1 funds) for this project.

Staff recommends programming an additional \$453,311 in SB1 funds in FY 2024/25 for this project.

It is recommended that the City direct SB 1 funds to the following project:

Name	: Arterial Rehabilitation RO2101
Description	: Repair base failures, mill and fill, and reinstall striping
Location	: Pinole Valley Road from City limits (East of Marlin Ct) to Simas Ave
Total Budget	: \$2,500,000
SB 1 Funds	: \$453,311
Completion Date	: Multi-year project (anticipated completion by July 2025)
Remaining Service Life	: Varies from 1 Year to 8 years.

FISCAL IMPACT

SB 1 funding augments the annual gas tax funding the City receives for road maintenance. Adopting this detailed project description is required to receive SB 1 funds. Without this action the City would lose our SB 1 allocation of \$453,311 for FY 2024/25.

The Final Revised Capital Improvement Plan FY 2024/25 presented to Council for adoption includes this project.

ATTACHMENTS

A. Resolution

RESOLUTION NO. 2024-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING A LIST OF PROJECTS FOR FISCAL YEAR 2024-25 FUNDED BY

SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City of Pinole are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City of Pinole must adopt by resolution a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account, created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City of Pinole, will receive an estimated \$453,311 in Road Maintenance and Rehabilitation Account funding in Fiscal Year 2024-25 from SB 1; and

WHEREAS, SB 1 funding received by the City of Pinole will allow the City of Pinole to perform essential road maintenance and rehabilitation projects, safety improvements, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, in 2023, the City of Pinole completed a Pavement Management Report as part of Pavement Management Technical Assistance Program (P-TAP) Round 24; and

WHEREAS, the City of Pinole developed the SB 1 project list to ensure SB 1 funds are being used in the most cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 in FY 2024/25 will help the City of Pinole maintain and rehabilitate more sections of streets throughout the City of Pinole this year, and SB 1 funding in future years will help us tackle essential road maintenance and

rehabilitation projects, safety improvements, and increasing access and mobility options into the future; and

WHEREAS, the City of Pinole’s streets and roads average Pavement Condition Index (PCI) will decrease from 55 to 49 over the next five years and this revenue will help us address the decline in the overall serviceability of our road system, and over the next decade will assist in bringing streets and roads into good condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide, and

NOW, THEREFORE IT IS HEREBY RESOLVED, by the City Council of the City of Pinole, State of California,

1. The foregoing recitals are true and correct.
2. The fiscal year 2024-25 project planned to be funded with Road Maintenance and Rehabilitation Account revenues is as follows:

Name	: Arterial Rehabilitation RO2101
Description	: Repair base failures, mill and fill, and reinstall striping
Location	: Pinole Valley Road from City limits (East of Marlin Ct) to Simas Ave
Total Budget	: \$2,500,000
SB1 Funds	: \$453,311
Completion Date	: Multi-year project (anticipated completion by July 2024)
Remaining Service Life	: Varies from 1 Year to 8 years.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole, held this 7th day of May 2024, by the following vote:

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

I hereby certify that the foregoing resolution was introduced, passed, and adopted on the 7th day of May 2024.

Heather Bell, CMC
City Clerk



CITY COUNCIL REPORT

9.E.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: LILLY WHALEN, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: ADOPT A RESOLUTION OF SUPPORT FOR THE ALLIANCE FOR RENEWABLE CLEAN HYDROGEN ENERGY SYSTEMS (ARCHES)

RECOMMENDATION

Adopt a Resolution of Support for ARCHES (Attachment A)

BACKGROUND

On January 17, 2023 Councilmember Murphy requested a future agenda item to discuss a Memorandum of Commitment/Memorandum of Understanding to join the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES). On March 3, 2024 Scott Brandt, from the University of California, [provided a presentation](#) introducing the City and community to [ARCHES](#).

REVIEW AND ANALYSIS

[ARCHES](#) is a non-profit organization developed with unique partnership between the State, Labor, NGOs, Industry, and communities to create a regional hydrogen market and ecosystem. Clean renewable (or “green”) hydrogen is produced from 100% renewable resources, such as electricity from the sun, wind and water, to split hydrogen from water molecules. Green hydrogen is a key ingredient in a global response to the unexpectedly rapid rate of climate change caused by fossil fuels which impacts California and the world.

Green hydrogen can lessen the impacts on public health and the environment of short-lived climate pollutants from fossil fuel production, consumption, and transport activities. With proper guardrails, green hydrogen can alleviate the disproportionate safety and pollution burdens experienced by frontline workers and communities surrounding transit corridors and ports, which have disproportionately borne adverse health impacts from industrial pollutants, toxicity and emissions.

The City’s first Climate Action and Adaptation Plan (CAAP), released for public review April 19, 2024, contains programs to help reduce greenhouse gas (GHG) emissions, prepare the community for the impacts of climate change, improve the quality of life, and enhance economic vitality. To reach the vision of a carbon-free economy, the CAAP recognizes that we will need a wide array of renewable resources, storage, and carbon-free fuels such as green hydrogen and that many processes and sectors cannot currently be decarbonized using existing battery electric technology.

In discussions with Mr. Brandt, Staff learned that ARCHES would welcome a Resolution of Support from the Pinole City Council. The draft Resolution in **Attachment A** declares support for ARCHES' visionary endeavor to establish a sustainable hydrogen hub, utilizing renewable resources to reduce carbon emissions, address pollution, promote equity, and enhance workforce development efforts, all by expediting the integration of green hydrogen to decarbonize California's economy, including the Bay Area and Pinole. If the Council would like to further commit to joining ARCHES, such as considering a Memorandum of Commitment or Memorandum of Understanding, further direction may be provided to staff.

FISCAL IMPACT

There is no fiscal impact to adopting the Resolution of Support in **Attachment A**.

ATTACHMENTS

A. Resolution

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE IN SUPPORT OF THE ALLIANCE FOR RENEWABLE CLEAN HYDROGEN ENERGY SYSTEMS (ARCHES) AND ITS MISSION TO ACCELERATE GREEN HYDROGEN'S CONTRIBUTION TO DECARBONIZING THE ECONOMY IN CALIFORNIA

WHEREAS, in Contra Costa County, rising global temperatures will cause sea level rise, heighten risk of wildfires, and contribute to increasingly extreme weather, including intense rainfall, storms, and heat events; and

WHEREAS, in 2021, the Pinole City Council adopted Resolution No. 2021-93, declaring a Climate Emergency and committing to taking actions to reduce greenhouse gas emissions and plan for climate change; and

WHEREAS, in 2022, the State of California's Governor's Office of Business and Economic Development (GO-Biz) announced the formation of the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), a shared not-for-profit LLC public-private partnership designed to accelerate hydrogen's contribution to decarbonizing the economy in California; and

WHEREAS, the public review draft of Pinole's first Climate Action and Adaptation Plan (CAAP) was released on April 19, 2024; and

WHEREAS, the CAAP contains programs committed to reduce greenhouse gas (GHG) emissions, prepare the community for the impacts of climate change, improve the quality of life, and enhance economic vitality; and

WHEREAS, to reach the vision of a carbon-free economy, the CAAP recognizes that Californians will need a wide array of renewable resources, storage, and carbon-free fuels such as green hydrogen and that many processes and sectors cannot currently be decarbonized using existing battery electric technology; and

WHEREAS, while today, over 98% of all hydrogen is produced from fossil fuels, in a manner that creates significant greenhouse gas emissions and local air pollution, ARCHES focuses on green hydrogen, which is one of the few technologies that could be used as a renewable fuel source for some hard-to-electrify sectors; and

WHEREAS, "green hydrogen" is hydrogen gas produced through electrolysis powered solely by renewable electricity and does not include hydrogen gas manufactured using steam reforming or any other conversion technology that produces hydrogen from a fossil fuel feedstock; and

WHEREAS, through collaboration with government, industry, non-governmental organizations, research institutions, and communities, ARCHES aims to establish a federally co-funded renewable hydrogen hub in California, a move that could potentially

create an economically sustainable and expanding, renewable hydrogen market, thereby boosting the state's economy.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council of the City of Pinole applauds and stands behind ARCHES' visionary endeavor to establish a sustainable hydrogen hub, utilizing renewable resources to reduce carbon emissions, address pollution, promote equity, and enhance workforce development efforts, all by expediting the integration of green hydrogen to decarbonize California's economy, including the Bay Area and Pinole.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **7th** day of May, **2024** by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **7th** day of May, **2024**

Heather Bell, CMC
City Clerk



CITY COUNCIL REPORT

9.F.

DATE: MAY 7, 2024

TO: MAYOR AND COUNCIL MEMBERS

FROM: FIONA EPPS, ASSISTANT TO THE CITY MANAGER
MATT AVERY, COMMANDER

SUBJECT: APPROVE AN AGREEMENT FOR A CITYWIDE VOIP PHONE SYSTEM REPLACEMENT PROJECT WITH RINGCENTRAL AND APPROPRIATE FUNDING IN THE AMOUNT NOT TO EXCEED \$19,229.81 FOR THE UPGRADE OF THE STANCIL VOICE LOGGING RECORDER SYSTEM

RECOMMENDATION

Staff recommends that the City Council:

First - Adopt the attached resolution that:

- a. Approves a five-year agreement with RingCentral, with the initial first year amount of \$41,934.68, and a not-to-exceed total amount of \$153,133.40 for the procurement, installation, and servicing of a Voice over Internet Protocol (VoIP) phone system; and
- b. Appropriates funding in the amount not to exceed \$19,229.81 for the procurement, installation, and licensing of the Stancil multi-channel voice logging recorder system upgrade.

Second - Approve additional required work orders related to the installation of a new VoIP phone system and authorize the Assistant to the City Manager to approve the additional equipment and/or work with RingCentral, if needed, not-to-exceed \$8,065.32 for a total not-to-exceed phone system replacement FY 2023/24 budgeted amount of \$50,000.

BACKGROUND

The City of Pinole requires a robust communication platform to provide excellent customer service to the public and achieve the City's goals. The City's phone system serves as the backbone of the communication platform. The current phone system was installed circa 1990's and uses on-premises hardware to transmit phone calls via hard-wire analog using AT&T's infrastructure and phone service.

In recent years, the City has found the current analog phone system to be inflexible and lacking in the modern tools and features available in newer phone systems. Challenges with the system are becoming increasingly exacerbated. For example, the current phone system requires IT services (Precision IT) to schedule an on-site appointment for AT&T to physically configure the system wires to make even a minor change or fix a problem. This requirement does not allow the City's IT services team to address problems directly. Instead, IT services is

required to work with AT&T to troubleshoot problems or configure the phone system. This results in a longer delay when trying to setup an automated attendant (phone tree), add, change or remove phone lines, or diagnose other issues. In general, analog phone systems are significantly more expensive per line than a VoIP system due to the cost of infrastructure and maintenance.

Phone systems on the market today offer modern tools that don't require the assistance of a third-party vendor. Phone systems today provide a robust administrative portal (to setup an automated attendant, schedule an after-hours automated message, or troubleshoot inactive voicemail boxes), offer integrated video conferencing, and provide access to a softphone application from any computer or mobile device connected to the internet.

The Pinole Police Department uses a voice logging recorder system that documents 9-1-1 calls that come into the dispatch center. Due to differences in technological requirements, an upgrade of the voice logging recorder system would be required for a transition to the new VoIP phone system. Staff has budgeted \$50,000 for the phone system replacement in the FY 2023/34 budget, which does not include the upgrade of the voice logging recorder system.

The City Council approved the phone system replacement project as part of the FY 2021/22 through FY 2025/26 Information Technology Plan.

REVIEW AND ANALYSIS

In December 2022, staff began working with partner of Precision IT: a telecommunications brokerage firm (Sandler Partners Solutions) that specializes in purchasing cooperatives for a replacement VoIP phone system that is cloud-based, utilizes the newest technology, delivers state-of-the-art features, replaces all existing phone hardware at each City facility, and will integrate with the City's existing network infrastructure. Replacing the City's current phone system supports City Council Goal 4 (High Performance Pinole) of the City's Strategic Plan.

The state-of-the-art features required by the City include a fully cloud hosted VoIP phone system, an administrative portal (to allow IT Services staff to configure the phone system without a third-party vendor), the capability to set business hours and after-hours automated messages, video conferencing, voicemail to email for all users, and a softphone application.

In accordance with the City's Procurement Policy, staff evaluated several vendors that are part of a purchasing cooperative, which allows the City to buy goods or services based on a competitively bid contract prepared by another public agency.

Staff met with Sandler Partners Solutions to provide the City's desired requirements and budget. In the first round of evaluation, Sandler Partners pre-screened eight (8) potential vendors and narrowed it down to three (3) vendors who met the City's requirements, budget and offered government-negotiated pricing. During the second round of evaluation, City staff compared 1-hour virtual demonstrations for each of the three (3) vendor finalists. Third round of evaluation consisted of a proof-of-concept phase for each vendor finalist that allowed staff to test out the VoIP platforms.

The new VoIP phone system provided by RingCentral was selected for its simple user interface, administrative portal that offers drag and drop functionality, and for providing all the

state-of-the-art features required by the City including access to the video conferencing solution that will be accessible by all staff with a phone extension. In addition, the RingCentral project management team provided an excellent service experience during the evaluation and proof-of-concept process.

As mentioned earlier in this staff report, the Pinole Police Department uses a voice logging recorder system that documents 9-1-1 calls that come into the dispatch center. Due to differences in technological requirements, an upgrade of the voice logging recorder system would be required for a transition to the new VoIP phone system. Staff recommends that the voice logging recorder system be upgraded with the installation of the new VoIP system to prevent any disruption to the existing 9-1-1 call recording functionality. The one-time cost for hardware replacement, installation, licensing and training is \$19,229.81 (see Attachment D for a detailed quote from Stancil Corporation). If the upgrade is approved by Council, staff will take steps to seek reimbursement from the Cities of San Pablo and Hercules in accordance with the existing Tri-City Agreement.

In order to improve the flexibility and reliability of the City's phone system and provide access to modern tools and features available in phone systems now, staff recommends the replacement of the current analog phone system, which necessitates the upgrade of the voice logging recorder system used by the Pinole Police Department. The total project costs, as recommended by staff, are summarized in the table below:

Vendor	Product	Total Contract Cost/Term	Set-up Cost to Implement (one-time)	Annual Subscription Fees
Ring Central	VoIP system	\$153,133.40 /60-months (5 years)	\$41,934.68(not to exceed \$50,000)	\$27,799.68
Stancil Corporation	Voice Logging Recorder System	n/a	\$19,229.81	n/a

Total Implementation Cost (Year one) \$61,164.49

Total Annual Cost (Subsequent years during contract term) \$27,799.68

FISCAL IMPACT

The total cost for the phone system replacement and upgrade of the voice logging recorder system is \$172,363.21 over a five-year period, with the first-year cost of \$61,164.49. The City Council approved \$50,000 for the replacement of the City's phone system as part of the FY 2023/24 budget.

A resolution approving the RingCentral agreement and purchase of the Stancil voice logging recorder system would result in an additional \$19,229.81 be added to the FY 23/24 budget.

Council should note that switching to RingCentral VoIP phone services would decrease the annual telecommunication expenses of the Information Systems Department by approximately \$60,000.

ATTACHMENTS

- A. Resolution
- B. RingCentral VOIP System Agreement
- C. RingCentral Professional Services Scope of Work
- D. Stancil Voice Logging Recorder System Quote

RESOLUTION NO. 2024-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING AN AGREEMENT FOR A CITYWIDE VOIP PHONE SYSTEM REPLACEMENT PROJECT WITH RINGCENTRAL IN THE AMOUNT NOT TO EXCEED \$164,818.40 AND APPROPRIATE FUNDING IN THE AMOUNT NOT TO EXCEED \$19,229.81 FOR THE UPGRADE OF THE STANCIL VOICE LOGGING RECORDER SYSTEM

WHEREAS, the City of Pinole requires a robust communication platform to provide excellent customer service to the public and achieve the City's goals; and

WHEREAS, in recent years, the City has found the current analog phone system to be inflexible and lacking in the modern tools and features available in newer phone systems and challenges with the system are becoming increasingly exacerbated; and

WHEREAS, The City Council approved the phone system replacement project as part of the FY 2021/22 through FY 2025/26 Information Technology Plan; and

WHEREAS, City staff has evaluated multiple VoIP service providers and has determined that RingCentral meets the City's needs for telecommunication services and recommends the approval of a five-year agreement term (Exhibit B); and

WHEREAS, due to differences in technological requirements, an upgrade of the Pinole Police Department's dispatch voice logging recorder system would be required for a transition to the new VoIP phone system; and

WHEREAS, additional budget of \$19,229.81 needs to be allocated in order to procure the upgraded Stancil voice logging recorder system that is compatible with a VoIP phone system; and

WHEREAS, the initial and subsequent years' annual cost of the RingCentral agreement for FY 2023-2024 will not exceed the amount approved in the budget.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pinole does hereby authorize the Interim City Manager to execute a contract with RingCentral attached as Exhibit B to provide VoIP phone system implementation and ongoing services for all City departments in an amount not to exceed \$164,818.40.

BE IT FURTHER RESOLVED that the City Council of the City of Pinole does hereby authorize the budget appropriation of \$19,229.81 to upgrade the voice logging recorder system.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 7th day of May 2024 by the following vote:

AYES: COUNCILMEMBERS:

Pinole City Council
Resolution No. 2022-__

Page ____

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

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on this 7th day of May 2024.

Heather Bell, CMC
City Clerk



INITIAL ORDER FORM

This Initial Order Form is a binding agreement between RingCentral, Inc. ("**RingCentral**") and **City of Pinole** ("**Customer**" or "**You**") (together the "**Parties**"), for the purchase of the Services, licenses, and products listed herein. This Initial Order Form is subject to and incorporates the terms and conditions of: (i) the separate written agreement, executed by the Parties governing the purchase of the Services described in this Order Form, or (ii) the RingCentral Online Terms of Service available at <https://www.ringcentral.com/legal/eulatos.html>, if there is no written agreement in place (hereinafter (i) and (ii) referred to as the "**Agreement**"). Capitalized terms not defined herein shall have the same meanings as set forth in the applicable Agreement between the Parties. Unless agreed by both Parties in writing, any terms or conditions set forth in a Customer-issued purchase order or ordering document shall not apply.

Please note that RingCentral MVP is now RingEX. All references to "RingCentral MVP", whether in terms of service, advertising or product descriptions, mean "RingEX".

Customer
City of Pinole

2131 Pear St
Pinole, CA 94564
United States

Fiona Epps

fepps@ci.pinole.ca.us

Service Provider
RingCentral, Inc.

20 Davis Drive
Belmont, CA 94002
United States

Service Commitment Period

Start Date: May 07, 2024

Initial Term: 60 Months

Renewal Term: 24 Months

Payment Schedule: Annual

RingEX Services

Recurring Services			
Summary of Service	Qty	Rate	Subtotal
DigitalLine Unlimited Advanced	112	\$167.88	\$18,802.56
DigitalLine Unlimited Advanced		\$113.88	
Compliance and Administrative Cost Recovery Fee		\$42.00	
e911 Service Fee		\$12.00	
DigitalLine Basic	33	\$125.88	\$4,154.04
DigitalLine Basic		\$71.88	
Compliance and Administrative Cost Recovery Fee		\$42.00	
e911 Service Fee		\$12.00	
Poly Rove 40 + B2 DECT Wireless Phone Kit - DaaS	3	\$144.00	\$432.00
Yealink CP925 - Touch-Sensitive IP Conference Phone - DaaS	3	\$103.20	\$309.60
Yealink T54W Prime Business Phone - DaaS	78	\$45.60	\$3,556.80
Cisco ATA192 Analog Telephone Adapter - Rental	11	\$33.60	\$369.60
Additional Local Number	1	\$23.88	\$23.88
Yealink T33G Gigabit Business Phone - DaaS	7	\$21.60	\$151.20
Annual Recurring Services*			\$27,799.68
Total Initial Amount			\$27,799.68

*Amounts are exclusive of applicable Taxes, Fees, and Shipping Charges.

Cost Center Billing

For customers with cost center billing, it is the customer's responsibility to provide cost center allocation information to RingCentral at least 10 days prior to the issuance of the invoice. After the information is received, it will be reflected on future invoices, but will not be adjusted retroactively on past invoices. If purchasing additional services through the administrative portal, it is the customer's responsibility to assign cost centers at the time of purchase; otherwise, those services will not be allocated by cost center on the next invoice. Please note that cost center allocation is not available for certain items, such as minute bundles and credit memos. For additional questions, please contact the RingCentral invoice billing team at billingsupport@ringcentral.com.

Customer Reference. Customer agrees to provide RingCentral upon request, with a case study, press release/activity, blog post, written recommendation, video testimonial, public speaking opportunity or other similar public marketing activity which RingCentral is free to use in its reasonable discretion for marketing purposes.

Free Services Amount

Customer will receive 7,598.07 US Dollars (the "**Free Service Amount**"), which will be applied against charges for the recurring Services set forth in this Order Form and any applicable taxes and fees associated with those Services invoiced by RingCentral. The Free Service Amount is non-transferable and non-refundable and will expire upon termination of this Order Form. The Customer will be responsible for paying for any additional services and products ordered, and any applicable associated taxes and fees.

Add-on Services. Customer is responsible for reviewing additional terms and conditions that may apply to RingCentral add-on services (where available) and certain Advanced Support Services listed on this order form, and which are available at <https://www.ringcentral.com/legal/add-on-services.html>.

Special Terms & Notes

Non-Standard Terms

1) Applicable Agreement. This Order Form is subject to the terms and conditions specified in the RingCentral Master Services Agreement (MSA) incorporated into the contract resulting from TIPS RFP 210303 Telephone and Communications Data Systems and Solutions with RingCentral Inc. awarded on May 19, 2021 as set out at: https://www.tips-usa.com/assets/Vendorspdf/UPDATED_210303_CONTRACT_Telephone_Communications_RingCentral_Inc%201.pdf and administered by THE INTERLOCAL PURCHASING SYSTEM (TIPS), a Department of Texas Education Service Center Region 8.

2) A separately executed MSA is NOT required between the TIPS Member and RingCentral. The following Attachments to the MSA are incorporated into and form a part of the MSA applicable to this Order Form:

Exhibit A – Definitions

Attachment A – RingCentral MVP (fka Office) Services

Attachment L – Security Addendum

3) TIPS Contract Number 210303 must appear on:

- a. RingCentral quotations to the TIPS Member;
- b. The TIPS Member's Purchase Order; and
- c. The RingCentral invoice to the TIPS Member.

4) Venue and Choice of Law is California.

5) Renewal: Subscription renewal(s) must occur prior to expiration of Contract 210303, currently set to expire on 05-31-2024.

IN WITNESS WHEREOF, the Parties have executed this Initial Order Form above through their duly authorized representatives.

Customer

City of Pinole

RingCentral

RingCentral, Inc.



By: _____

By: _____

Name: _____

Name: Stacy Schwartz

Title: _____

Title: VP U.S. Public Sector & Education

Date: _____

Date: _____

RingCentral Professional Services Statement of Work

This RingCentral Professional Services Statement of Work is executed by RingCentral, Inc. ("**RingCentral**"), and **City of Pinole** (the "**Customer**"). This SOW is incorporated into the Master Services Agreement dated _____, between the parties (the "MSA"). In the event of a conflict between this SOW and the MSA, this SOW shall control.

Customer:	City of Pinole
Quote/SOW Number:	U2024-03308276
One-Time Implementation Services:	USD \$14,135.00

SOW Expiration: This SOW, and all applicable pricing related to it, is valid if signed by Customer on or before **5/30/2024**, after which pricing is subject to change, and a revised SOW may be required. However, RingCentral may elect to provide the work at the applicable pricing after the expiration date listed above, should they execute this SOW.

Table 1: Project Phasing

Phase Number	Phase Name	SOW Detail	Phase Total (USD \$) <i>Excluding taxes & fees</i>
1	Core Implementation	Users: 127 Unique Sites: 1 Replicated Sites: 5 Network Readiness Assessment: [NRAs]1	USD \$11,001.00
2	Training Services	One (1) Admin Training One (1) End-User Training	USD \$1,200.00
3	Core Implementation Station 73 & 74	Users: 18 Replicated Sites: 2	USD \$1,934.00
	Project Total		USD \$14,135.00

1. Project Management

- i. Assignment of a designated Project Manager ("PM") – For a period of up to **Three (3) months**, the RingCentral PM will act as Single Point of Contact for delivery services following the Project Management Institute (PMI) standard methodology. The RingCentral Project Manager will be responsible for the following activities in connection with this Statement of Work (SOW):
 - a. Schedule internal and external kickoff session hosted by RingCentral
 - b. Create and manage the project governance, to include
 - Project plan and schedule
 - Communication plan, resource plan, escalation plan, change plan, test plan

- Action and risk register
- c. Complete resource assignment and scheduling in alignment with project schedule
- d. Set up project documentation and timelines in collaboration with designated Customer Single Point of Contact
- e. Identify, communicate, and mitigate project risks and issues
- f. Ensure alignment of scope of services with customer expectations during kickoff
- g. Develop, review, authorize, implement, and manage change requests and interventions (Change Management)
- h. Facilitate and lead regular status update meetings, organize planning sessions, and plan Customer steering committee meetings, as applicable
- i. Complete scoped implementation and go live support; and
- j. Perform closure procedures at the conclusion of project activities

2. RingCentral MVP Planning and Design

- i. RingCentral Planning and Design (“P&D”) and Business Requirements Document (“BRD”)
 - a. RingCentral will initiate the Planning and Design process and introduce the Business Requirements Document to the Customer at the beginning of the project which will consist of structured planning activities to support the entitlements outlined in the table below:

Table 2: Entitlements

Scope	Counts
Remote Project Duration	Up to Three (3) months
Network Readiness Assessment(s)	Up to 1 [NRAs]
Users	Up to 145
Sites / User Groups with Unique Call flows	Up to 1
Sites / User Groups with Replicated Call flows	Up to 7
Training Services	Remote Training – 1 hour 50 minutes of instructor led Admin training & 50 Minutes of Instructor led End-User training

- b. RingCentral has included up to **Three (3) [Planning Design Sessions]** Planning and Design sessions for this project. Customer will provide required data and contribute to the universal design documentation across all lines of business / business units.
- c. Details within the data collection include:
 - Customer Site Information
 - User Upload
 - Data collection for End-User and Administrator Training
 - Porting data
- d. Unique call flow(s)
 - Configuration of one (1) main number
 - Up to three (3) call flows per site
 - Up to 5 custom rules per main number
 - Up to 2 menus (IVR) per main number

- A combination of up to eight (8) call queues & ring groups per main number
- e. Replicated Call flow(s)
 - Consists of a replica of a unique call flow except for phone numbers, extensions, and users within call queues & ring groups
- f. Roles and Permissions
- g. Delivery Overview
- h. BRD completion
- ii. The completed BRD will be reviewed in detail and countersigned by both Customer's Project Manager and RingCentral's Project Manager prior to initiating the build activities.
- iii. Additional data collection sessions are available for further breakout by country or user group via the Change Order process.

3. Network Readiness Assessment

- i. RingCentral will provide the Customer with **One (1) [NRA]** assessment of the Customer's primary Internet Service Provider (ISP) connection to and from RingCentral. This connection will be at the Customer's firewall (edge).
- ii. RingCentral's Network Engineer will provide the following:
 - a. RingCentral Network Requirements Documentation
 - b. Software installation guide
 - c. Assistance with software installation
 - d. Document and share results of network assessment for Customer reference
- iii. The following variables will be evaluated during the network assessment:
 - a. Network capacity and bandwidth utilization, including peak usage times and potential bottlenecks
 - b. Network topology and architecture, including firewalls, switches, and routers
 - c. Quality of Service (QoS) configuration and performance metrics, including latency, jitter, and packet loss
 - d. VoIP traffic analysis to identify potential issues and areas for improvement
 - e. Assessment of network performance during peak usage times
 - f. Recommendations for optimizing the network to improve VoIP performance and reliability
- iv. Site assessments not completed prior to Go-Live will result in the forfeiture of the assessment
- v. Additional network assessments or consultations are available via the Change Order process

4. RingCentral MVP User Interface ("UI") Build

- i. RingCentral will remotely configure the following parameters in the system ("UI Build") based on the specifications agreed upon between the parties in the BRD.
 - a. Up to the quantity of users identified in the Entitlement Table
 - b. Up to the quantity of locations identified in the Entitlement Table
 - c. Configure the required call flows by site or user groups
 - d. Configure a maximum of ten (10) Call Queue or Ring Groups
 - Including up to ten (10) users for standard Report access, if applicable
- ii. RingCentral will perform quality assurance following final configuration prior to turning over the solution to the Customer to start User Acceptance Testing (UAT)
- iii. Customization of the above parameters is available via the Change Order process

5. Customer Telephone Porting

- i. RingCentral shall provide guidance on porting data collection and shall assist with submission of porting request(s)

- ii. Customer and RingCentral agree that RingCentral is not responsible for the portability of any individual number or group of numbers and the sign-off the Professional Services Project Completion Signoff Document shall not be withheld by Customer for delays in the porting of the numbers
- iii. Notwithstanding the above, the RingCentral Project Manager, upon Customer request, shall assist the Customer with this responsibility by performing the following tasks for each site or implementation/ go live event:
 - a. The RingCentral Project Manager shall assist the Customer with the initial submission of port requests and shall assist in up to three (3) rejections/resubmission per location or ninety (90) days from submission, whichever occurs first
 - Any additional port rejections will be the responsibility of the Customer
 - Customer shall provide RingCentral all appropriate Letters of Authorization (“LOA”'s), billing information, and authorized signer for each location
 - Porting submissions will include numbers mapped to correct route as “company” numbers or Direct Dial phone numbers
 - b. The RingCentral Project Manager shall assist the Customer with submitting porting requests up to ten (10) business days following the final go live event, unless otherwise mutually agreed between the parties
 - The RingCentral Project Manager will remain engaged in support of these porting requests for 30 days or three rejections, whichever comes first
 - RingCentral will provide the Customer with an overview of the RingCentral portal for porting tasks
 - Following the ten (10) day post go-live period, Customer is responsible for submitting all new requests within the RingCentral portal
 - Any additional support required after the ten (10) day period can be obtained via a change order
 - Porting outside of project follows RingCentral Numbering Policy
<https://www.ringcentral.com/legal/policies/numbering-policy.html>

6. Customer User Acceptance Testing

- i. UAT Assumptions
 - a. During UAT, Customer will designate users to complete application testing in mock real-world scenarios to validate the RingCentral build matches the agreed upon design documentation
 - b. Customer will define the UAT criteria by phase. The mutually agreed upon test criteria will be recorded as an Appendix in the design documentation as the document of record prior to UAT execution
 - If UAT criteria are not specified by Customer, the work is therefore deemed accepted and ready for go live upon notice from RingCentral that the work is complete and ready for testing
 - c. Customer resources participating in UAT must complete all pre-recorded online training sessions for user, supervisor, and/or admin related to their role prior to starting UAT
 - Upon Customer request, RingCentral Implementation Engineer may provide up to one (1) hour of guided training to UAT participants specific to the test criteria
 - d. Customer will document the outcome of all UAT scenarios in writing and will provide to RingCentral upon completion of testing
 - Any variation in expected results (errors, flaws, failures, adjustments) will be provided in writing to the RingCentral Project Manager for review and resolution
 - RingCentral will provide an expected variation resolution date and will advise customer to perform additional testing

- e. Upon successful completion of all UAT criteria, Customer will submit a final written notice to RingCentral prior to scheduling go live
 - RingCentral will append the design document output to include completed UAT criteria in the final published output document
- ii. UAT Requirements
 - a. Customer and RingCentral will enact a mutual software / code freeze prior to the start of SIT and UAT
 - b. Customer shall perform UAT within seven (7) calendar days of application handoff from RingCentral, unless otherwise mutually agreed upon in writing by both parties prior to the start of testing
 - c. Any Customer changes in software or code resulting in new application behaviors following written UAT completion and requiring troubleshooting or issue resolution will be handled via the Change Order process
 - d. Additional UAT support is available via the Change Order process

7. Remote Delivery and Go Live Services

- i. RingCentral will provide remote go live services as follows:
 - a. Delivery resource during remote Go Live events as defined in Appendix B
 - b. Document open issues in action log
 - c. Transition into support services
 - d. Perform closure procedures at the conclusion of project activities
 - Customer will place handsets at locations listed in Appendix B
 - RingCentral will provide instructions and best practices for handset placement, test, and endpoint registration

8. RingCentral Training Services

- i. **RingCentral Online Product Training**
 - a. The following training resources are available to the customer for learning the RingCentral MVP product
 - b. Online RingCentral product training includes:
 - Get Started videos and quick guides, available at <https://support.ringcentral.com/get-started.html>
 - Online training for users and administrators, available at RingCentral University – <https://university.ringcentral.com>
 - c. For a list of paid instructor-led training courses offered, and detailed course descriptions, review the Live Training Catalog at <https://university.ringcentral.com/en-mvp-ilt-ringcentral-mvp-live-training>
 - d. For information on how to purchase additional training (Remote and Onsite Instructor-led Courses), please contact your account representative or your client partner
- ii. **RingCentral MVP Product Training**
 - a. RingCentral Professional Services will provide resources to complete the following:
 - Up to 2 hours 50 minutes of remote instructor-led training to be provided from the currently available RingCentral MVP Live Training Catalog.
 - Recommended classes include:
 - 1. RingCentral MVP Admin Basics (Duration: 1 hour 50 minutes)
 - 2. RingCentral MVP User Basics (Duration: 50 minutes)
 - b. For an up to date list of instructor led training courses offered, and detailed course descriptions, review the Live Training Catalog at <https://university.ringcentral.com/en-mvp-ilt-ringcentral-mvp-live-training>.

- c. Training services expire 45 days after the final go live event. Any training time not used during this period will be forfeited.
- d. RingCentral MVP Product Training Information and Terms:
 - Unless otherwise stated, the training services cover the complete implementation project and are not provided for each phase of the implementation
 - Customer and RingCentral agree that sign-off for project completion shall not be withheld by Customer for delays in the scheduling of training services
 - Attendees must complete the prerequisites for each course, as shown in the course information on the instructor-led training catalog
 - RingCentral reserves the right to update the instructor-led training catalog at any time
 - Training courses cover RingCentral products exclusively and are based on a standard curriculum designed by RingCentral
 - Training sessions are hosted by a RingCentral instructor on the RingCentral platform
 - Training sessions are considered delivered if Customer cancels less than 24 hours prior to the scheduled training or is not present at the scheduled date and time
 - All training courses are delivered in English, unless otherwise specified

9. Hours of Operation

- a. Unless otherwise specified, pricing assumes that Services will be performed between 8:00 AM to 5:00 PM local time, Monday-Friday, excluding holidays ("Standard Service Hours")
- b. Work requested to be performed outside Standard Services Hours will be subject to the RingCentral overtime rates and is available via the Change Order process.

10. Optional Services

- a. During the project, additional services may be ordered via the Change Order process as per the rates outlined in Appendix E.

11. Customer Responsibilities

Customer is responsible for the following:

- i. Authorizing the telephone number porting by RingCentral
- ii. LAN/WAN infrastructure
 - a. Network minimum requirements for RingCentral as a Service model
 - b. Quality of Service (QoS) configuration
 - c. Firewall or Access Control List (ACL) configuration
- iii. Power over Ethernet (POE) port activation / configuration
- iv. SMS Campaign Registration (TCR) <https://www.ringcentral.com/tcr>
- v. Configuration and software installation on Customer PCs
- vi. Decommission and disposal of any legacy equipment
- vii. Provide workspace for RingCentral onsite personnel, as applicable
- viii. Customizations on individual user endpoints, or phone settings
- ix. Overhead paging
- x. Postage Machines
- xi. Credit Card or Point of Sale (POS) Machines
- xii. Door buzzer or Automatic Door Controller
- xiii. Third party SIP phones
- xiv. Headsets

- xv. Analog Devices such as fax machines
- xvi. Third party Applications
- xvii. Input Registered E911/Emergency Services Address and location information to Service Web
 - a. This is critical information which is used by first responders in case of an emergency hence customer must ensure that the information they are adding to the Service Web is accurate. For more information, please refer to Appendix D

12. General Terms and Conditions

A. Professional Services Completion

- i. Upon RingCentral's completion of the Professional Services for each Project Phase, RingCentral will notify the Customer of the completion of each individual Professional Services Project Phase. Upon receipt of such notification, Professional Services under such Project Phase will be considered completed in full and billable, in accordance with the terms of this SOW.

B. Invoicing and Payment

- i. **Invoicing and Payment of Professional Services Fees:** All amounts due under this SOW for Professional Services other than T&M Services, will be invoiced upon completion of the work or each phase identified in the "Phasing Table". Payment shall be due in accordance with the applicable payment terms of the Master Services Agreement. T&M Services will be invoiced monthly in arrears. RingCentral retains the right to invoice for Users or Sites that have been deployed monthly.
- ii. **Service Expenses:** Customer agrees to reimburse RingCentral for its reasonable travel, meal, and lodging expenses incurred in connection with any Site Visit ("Service Expenses"). Travel, meal, and lodging expenses will be invoiced upon completion of each Project Phase. Upon written request, RingCentral will provide sufficient supporting information for any Service Expenses invoiced.
- iii. **Special Invoicing Terms:**
 - Phase 1: N/A
 - Phase 2: N/A
 - Phase 3: N/A
 - Phase 4: N/A
 - Phase 5: N/A

C. Termination

- i. **Termination:** Either Party may terminate this SOW, in whole or in part, with thirty (30) days' advance written notice to the other Party. Unless otherwise specified in the termination notice, the termination of one Project Phase will not result in the termination of, or otherwise affect, the rest of the SOW or any other Project Phase. No termination of any SOW, in whole or part, will result in the termination of any Services being provided under the MSA.
- ii. **Effect of Termination.** If this SOW, or a Project Phase, is terminated, in whole or in part, for any reason other than for RingCentral's material breach of this SOW, Customer will be obligated to pay RingCentral for:
 - a. any Professional Services and T&M Services that have been rendered up until the effective date of the termination
 - b. all applicable Service Expenses incurred; and
 - c. (50%) of the fees for any other Professional Services not yet performed, due under the Project Phase(s) being canceled, if termination of the SOW or a Project Phase occurs within one hundred and eighty (180) days of execution of the SOW. If termination occurs after one hundred and eighty (180) days of execution of the SOW, Customer will owe all outstanding

fees for any Professional Services not yet performed pursuant to the SOW, due under the Project Phase being canceled.

D. Delays and Changes

- i. Changes to this SOW shall be made only by a mutually executed written change order between RingCentral and Customer (a "Change Order,") per the sample attached in Appendix C, outlining the requested change and the effect of such change on the Services, including without limitation the fees and the timeline as determined by mutual agreement of both parties
- ii. Any delays in the performance of consulting services or delivery of deliverables caused by Customer, including without limitation delays in completing and returning Customer documentation required during the P&D or completing the BRD, may result in an adjustment of project timeline and/or additional fees
- iii. Any changes or additions to the services described in this SOW shall be requested by a Change Order and may result in additional fees

E. Project Phasing

- i. The Professional Services may be delivered in one or more phases as set forth in this SOW
- ii. This SOW describes the milestones, objectives, deliverables, sites, fees, and other components that are included in the scope of each phase ("Project Phases")
- iii. Customer agrees that the delivery, installation, testing, acceptance, and payment for the Professional Services rendered under any one Project Phase is not dependent on the delivery, installation, testing, acceptance, and payment for the Professional Services under any other Project Phase
- iv. Each Project Phase will be billed upon notification of phase completion, and payment for each Project Phase is due in full within the applicable payment period agreed between the parties and is non-refundable.

In Witness Whereof, the Parties have executed this Statement of Work below through their duly authorized representatives.

<u>Customer</u>	<u>RingCentral</u>
City of Pinole	RingCentral, Inc.
Name:	Name:
Title:	Title:
Date:	Date:

Appendix A
Planning and Design Location

Planning and Design Location Address(s):	Up to # of Users
To be performed remotely	145

Appendix B
Sites

Site	Address	Number of Users	Deployment Type	Number of Site Visits	Technician Days On-Site	Rate per Site
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Appendix C
Sample Change Order Form

RingCentral Professional Services
Change Order Form for Implementation Services

This Change Order to the Statement of Work is subject to the Professional Services Agreement (the “**PS Agreement**”) by and between Customer and RingCentral with the Effective Date listed below, establishes a change to the project scope or budget. By executing this Change Order, the parties agree to be bound by the terms and conditions set out in the PS Agreement with respect to the Services to be performed under the PS Agreement and Statement of Work (“**SOW**”) indicated below as modified by this Change Request. Changes with no cost impact can be authorized with email, cost impacting changes require an executed signature.

Effective Date of PS Agreement:		Effective Date of SOW:	
Project Name:	Request Date:	PO Number:	Quote Number:
Customer Name:	Requested By:	Requestor Phone:	Requestor email:
Customer Address:			
<i>DESCRIPTION OF CHANGE</i>			
1. [Provide a description of the change]		1: \$X	

Appendix D

Registration of Address and Notification Information – Emergency Dialing

Bulk uploading of user data, building extensions, etc. may require input of registered addresses and emergency notification information. By engaging RingCentral for implementation of the Services, Customer agrees to the following:

1. **Registered Address.** It is the Customer's obligation to maintain accurate emergency location information for each Digital Line on its Account. RingCentral will, on Customer's behalf, upload Customer's Users' registered addresses using a list of addresses provided by Customer.
2. **Emergency Notifications.** For Digital Lines located in the United States, Customer must input and maintain in Service Web a central location for the receipt of emergency notifications generated by its Users placing emergency calls (for further information about this obligation, [click here](#)). RingCentral will, as a part of the upload described in (A) above, also input Customer's emergency notification location, as directed by Customer.
3. **Customer's Representation and Warranty.** Customer represents and warrants that the registered addresses and emergency notification location are accurate and acknowledges that any subsequent change to the registered addresses must be carried out by Customer. Customer acknowledges that it may have its own independent legal obligation to ensure the accuracy of the above information and that RingCentral takes no responsibility for the accuracy of the information provided by Customer.

Appendix E
Optional Services

Additional Network Assessments	Professional Services Hours Rate	Admin Training	User Training	Go Live Support (Onsite)	Training Support (Onsite)
\$1,000	\$225/Per hour	\$800 per One hour 50 minutes	\$400 -50 Minute session	\$2,000 per day / resource	\$1,800 per day / resource



STANCIL FIRST IN RECORDING SINCE 1946

A VOICE LOGGING RECORDER/ REPRODUCER QUOTATION FOR:

CITY OF PINOLE RECORDER UPGRADE

THE STANCIL MULTI CHANNEL VOICE LOGGING RECORDER SYSTEM

Prepared by BILL HOUSER
For MATT AVERY
Date 03/26/24

Bill Houser
Director of Sales
Stancil Corporation
8931 Research Drive
Irvine , Ca. 92618
714-546-2002 EXT 4314
Fax 714-546-2092
Cell 760-519-0671.
bill.houser@stancilcorp.com
www.stancilcorp.com



- SINGLE DVD drive, with a 6TB hard drive
- Built in FIFO Remote Access for instant access to the most recent conversations.
- Graphic User Interface (GUI) for all functions.
- UL, FCC, BABT, CSA, approved power and telco direct line interface authorization.
- Activity and alarm logs for each deck.
- Operation and maintenance manual.
- Multiple levels of password protected security.
- Search by: date, time, channel, dialed digits, reference fields and memos.
- Non-proprietary hardware - open, standards based.
- Field expandable to 144 channels in 1,4, 8, 16 or 24 channel increments.
- Very short delivery time from receipt of order.
- One year warranty on all parts and labor (return to factory).
- Windows 11– 64 BIT operating system for multitasking operations.
- Microsoft .NET Framework
- BOARD RUGGEDIZATION for 4U CHASSIS
- DELIVERY 20 DAYS ARO

Base Unit

Quantity	MODEL	PRICE
1	12-CHANNELS ANALOG & 34-CHANNELS OF PASSIVE IP IN A EXTREME 4U EXTREME CHASSIS WHICH INCLUDES ADMINISTRATOR CLIENT SOFTWARE AND A EXTRA 6 TB HARD DRIVE FOR IP CAPTURES PROVIDING INSTANT ACCESS AND LONG TERM STORAGE (PART 41012, 60060, 89001)	\$15,198
	CREDIT FOR 2022 UPGRADE	
	CURRENT HARD DRIVE TO BE DOWNLOADED	
	SITE LICENSE INCLUDED FOR REMOTE ACCESS	
	SUBTOTAL	\$15,198
	INSTALLATION AND TRAINING	\$ 2,150
	TAX FOR CITY OF PINOLE	\$1,481.81
	SHIPPING	\$ 400
	TOTAL	\$19,229.81



CITY COUNCIL REPORT

9.G.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: LILLY WHALEN, COMMUNITY DEVELOPMENT DIRECTOR
ALEX MOG, ASSISTANT CITY ATTORNEY
SUBJECT: URGENCY ORDINANCE EXTENDING A TEMPORARY MORATORIUM ON
THE ESTABLISHMENT OF NEW SERVICE STATIONS OR EXPANSION OF
EXISTING SERVICE STATIONS

RECOMMENDATION

Adopt an urgency Ordinance extending a temporary moratorium on the establishment of new service stations or expansion of existing service stations.

BACKGROUND

Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. The significant risks to the public health, safety, and welfare caused by climate change are too numerous to mention, but include air pollution, extreme weather events, increased food insecurity, and rising sea levels.

One main contributor to climate change is the transportation industry. Highway vehicles release about 1.5 billion tons of greenhouse gases (GHGs) into the atmosphere each year—mostly in the form of carbon dioxide (CO₂)—contributing to global climate change. Each gallon of gasoline burned creates 20 pounds of GHG. Fossil-fuel based transportation remains the largest contributor of GHG emissions and criteria pollutant emissions in California. Reducing GHG emissions to improve environmental and human health will require a massive transition away from internal combustion engines to zero-emission vehicles.

Government agencies at the federal, state, and local levels have all set priorities to shift consumers toward electric vehicles over traditional gasoline-powered vehicles. For example, the Biden Administration, in 2021, published a 2035 goal of 50% of all new passenger cars and light trucks sold to be zero-emission vehicles. At the state level, Governor Newsom issued Executive Order N-79-20, establishing a goal of all new vehicles sold to be zero-emission by 2035. In 2022, the California Air Resources Board approved the Advanced Clean Cars II rule in order to implement the 2035 goal.

The Pinole Zoning Code, Title 17 of the Municipal Code, defines “service stations” as “a retail business selling gasoline or other motor vehicle fuels.” Service stations are not a permitted use in any Zoning District in Pinole. However, service stations are conditionally permitted (with the issuance of a conditional use permit) in the following Zoning Districts:

1. OIMU in the Service Sub-Area in the San Pablo Avenue Corridor.
2. OPMU in the Service Sub-Area in the Appian Way Corridor.
3. CMU in the Mixed Use Sub-Area in the Appian Way Corridor.
4. RC Zoning District.

Chapter 17.34 of the City's Zoning Code contains various regulations related to service stations (commonly referred to as gas stations), such as location requirements as well as development and design standards. There are currently eight (8) existing service stations in Pinole, including one undergoing reconstruction.

On April 2, the City Council adopted an urgency ordinance to enact a moratorium on the establishment of new service stations anywhere in the City of Pinole. The ordinance made service stations already existing in the City a legal nonconforming use, which allows existing service stations to continue operating. The ordinance prohibits the expansion of existing service stations, as well as accessory buildings on the same site, such as convenience stores. The ordinance generally allows repairs and maintenance of existing service stations as long as they do not result in an expansion of the existing use. Additionally, the owner of an existing service station loses the status as a legal nonconforming use if the station ceases to sell or dispense fossil fuel for a period of 180 days or more.

Importantly, the ordinance did not impact the ability of an existing service station to expand, modify or retrofit their facilities if such renovation supports a transition towards serving zero-emission vehicles. Existing Pinole Municipal Code Section 17.34.060 allows for the incorporation of biodiesel or other alternative fuels or charging stations for electric vehicles via simple administrative plan check procedures, which the proposed ordinance acknowledges.

The zoning moratorium adopted on April 2 lasts for 45 days, but may be extended by the City Council for an additional 22 months and 15 days.

REVIEW AND ANALYSIS

California Government Code Section 65858 authorizes the City Council to adopt, as an urgency measure to preserve the public peace, health, and safety, a zoning moratorium prohibiting any uses that may be in conflict with a contemplated zoning proposal that the City Council is considering or studying.

The proposed urgency ordinance would extend the existing zoning moratorium on new or expanded service stations for 22 months and 15 days from the date of adoption. Other than the expiration date, all other provisions of the proposed urgency ordinance are the same as the ordinance originally adopted on April 2.

The purpose of the moratorium is to give the City time to study and enact permanent changes to the Zoning Code prohibiting service stations as part of the City's efforts to facilitate the transition to zero-emissions vehicles and combat the effects of climate change. The permanent ordinance could incorporate more nuance and comprehensive regulations. For example, the proposed moratorium temporarily prohibits any expansion of existing services stations, including accessory buildings on the same site, such as a car wash

or convenience store. The permanent regulations can address under what circumstances such expansions unrelated to the main fueling use is allowed. The permanent regulations might allow such expansions in exchange for other changes that facilitate the transition to zero emission vehicles, such as the addition of EV-charging stations. The moratorium gives the City time to study and evaluate these important details.

As required by Government Code section 65858, a report was prepared describing the measures taken by the City to alleviate the conditions that led to the adoption of the ordinance. Given the short amount of time that has past since the initial adoption of the ordinance, staff has not yet made significant progress on preparing a permanent ordinance. However, development of the permanent ordinance will be included as action in the Climate Action and Adaptation Plan (CAAP), with a development and adoption timeline to not exceed the total combined period of time for renewal of the urgency ordinance. The public review draft of the CAAP will be presented to the City Council on May 7, 2024.

There are many public health and environmental impacts associated with service stations, such as toxic air pollution, surface water runoff, and leaks from underground fuel storage tanks. Two main goals of the Pinole General Plan are to promote sustainability, and to improve air quality through efforts to reduce vehicle emissions. Banning the development of new service stations in the City would align with these goals. Accordingly, the moratorium is consistent with the City's General Plan.

If adopted by a four-fifths (4/5) vote of the City Council, the proposed urgency ordinance will go into effect immediately and be in effect for 22 months and 15 days. The proposed ordinance includes findings supporting the determination that the moratorium is necessary to protect public peace, health, and safety.

FISCAL IMPACT

There is no direct fiscal impact of extending the moratorium. The moratorium will not prevent existing service stations from continuing to operate, nor the ability of the City to collect sales tax. As part of studying and developing a permanent ordinance prohibiting service stations, staff will analyze long term fiscal impacts of that change.

ATTACHMENTS

- A. Urgency Ordinance Extending Service Station Ban
- B. Report on Implementation of Moratorium

**AN URGENCY ORDINANCE OF THE CITY OF PINOLE MAKING FINDINGS AND
EXTENDING A TEMPORARY MORATORIUM ON THE ESTABLISHMENT OF
NEW SERVICE STATIONS AND THE EXPANSION OF EXISTING SERVICE STATIONS**

WHEREAS, national, state, and local governmental authorities are responding to the increasing negative effects of burning fossil fuels and the increasing impacts of climate change generally; and

WHEREAS, the significant risks to the public health, safety, and welfare caused by climate change are too numerous to mention, but include air pollution, extreme weather events, increased food insecurity, and rising sea levels; and

WHEREAS, even with efforts to transition to zero-emission vehicles at the state-level, many local residents will continue to be affected by poor air quality associated with fossil fuel-burning vehicles; and

WHEREAS, burning fossil fuels, such as in gasoline-powered vehicles, negatively impacts local residents by causing a variety of health concerns, such as asthma and other respiratory illnesses; and

WHEREAS, burning fossil fuels also negatively affects children’s ability to play outside during school due to restricted activity days due to poor air quality; and

WHEREAS, the City of Pinole has an overriding interest in planning and regulating the use of property within the City and maintaining the quality of life; and

WHEREAS, the Zoning Code currently contains various permits and allowable uses relating to service stations, which are defined as “retail businesses selling gasoline or other motor vehicle fuels”; and

WHEREAS, because fossil-fuel based transportation remains the largest contributor of greenhouse gas emissions and criteria pollutant emissions in California, reducing greenhouse gas emissions to improve environmental and human health will require a massive transition away from internal combustion engines to zero emission vehicles (“ZEVs”); and

WHEREAS, to aid in reducing severe negative public health impacts that residents are experiencing, and will continue to experience, due to the use of fossil fuels, the City desires to ban the development of new service stations, prohibit the expansion of existing service stations, and encourage the use of ZEVs; and

WHEREAS, on September 23, 2020, the Governor of California signed Executive Order N-79- 20, initiating a phase-out of gas-powered vehicles and setting a target for all new passenger cars and trucks sold in California to be ZEVs by the year 2035; and

WHEREAS, on August 5, 2021, President Biden signed Executive Order 14037, Strengthening American Leadership in Clean Cars and Trucks, setting a goal that 50% of all new passenger cars and light trucks sold in the United States be ZEVs by the year 2030; and

WHEREAS, the establishment of new service stations or the expansion of existing service stations will adversely affect the ability to meet the City, State, and Federal Government’s climate and emission reduction goals; and

WHEREAS, the failure of the City, State and Federal Governments to meet their respect climate and emission reductions goals will have a significant negative impact on the fight against climate change, and will result in a threats to public health, safety, and welfare, such as an increase in extreme weather

events and rising sea levels; and

WHEREAS, the City Council desires to enact permanent regulations regarding service stations within the City which account for the transition to ZEVs and the ongoing fight against climate change; and

WHEREAS, the permanent regulation will establish rules regarding how and when existing service stations can modify; and

WHEREAS, it is urgent and essential to the public health, safety, and welfare to immediately prohibit for a limited time the issuance of building, zoning, occupancy, and all other permits and licenses for the establishment and expansion of services stations to provide time to study the issue so that appropriate permanent land use controls can be developed; and

WHEREAS, the City Council expressly finds and declares that this Ordinance is necessary for protecting the public safety, health, and welfare, and urgent action is needed for the City to study and consider: (1) the potential negative effects of service stations on public health, welfare and safety, as detailed herein; (2) the zoning and economic development impacts of services stations; and (3) appropriate controls for service station for the protection of public health, safety, and welfare, and to facilitate the transition to ZEVs; and

WHEREAS, California Constitution, Article XI, Section 7, provides cities and counties with the authority to enact ordinances to protect the public health, safety, and general welfare of their citizens; and

WHEREAS, California Government Code Section 65858 authorizes the City Council to adopt as an urgency measure to preserve the public peace, health, and safety a zoning moratorium, prohibiting any uses that may be in conflict with a contemplated zoning proposal that the legislative body is considering or studying; and

WHEREAS, the City Council finds and determines that the approval of additional entitlements related to service stations in the City would result in a threat to public health and welfare, and that temporarily banning the development of new service stations and the expansion of existing service stations within the City is essential so that the City has time to consider permanent regulations that enable the City to combat the effects of climate change and improve air quality in the City and thereby serve the public peace, health, and safety; and

WHEREAS, the City Council finds that as existing Pinole Municipal Code Section 17.34.060 incentivizes the expansion, modification, or retrofit of an existing service station to incorporate biodiesel or other alternative fuels or charging stations for electric vehicles through simple administrative plan check procedures, and it is the intent of the urgency ordinance to encourage such an expansion, modification or retrofit to transition away from fossil fuels; and

WHEREAS, on April 2, 2024, following a noticed public hearing, the City Council adopted an urgency ordinance enacting a zoning moratorium on new or expanded services stations within the City of Pinole; and

WHEREAS, the conditions that created the need for the zoning moratorium still exist, and therefore the City Council desires to adopt an urgency ordinance to extend the zoning moratorium on new or expanded services stations by 22 months and 15 days; and

WHEREAS, in accordance with the requirements of Government Code 65858, a report was issued describing the measures taken to alleviate the condition which led to the adoption of the ordinance, a

copy of which was attached to the May 7 staff report; and

WHEREAS, an urgency ordinance that is effective immediately is necessary to avoid the immediate threat to public peace, health, and safety, as failure to adopt this urgency ordinance could result in new services stations in Pinole, or expansion of existing service stations, which will cause an escalation of effects of climate change and worsening of health effects associated with fossil fuel use; and

WHEREAS, this Ordinance is exempt from further environmental review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3), the common sense exemption that CEQA applies only to projects that have the potential for causing a significant effect on the environment; the proposed Ordinance does not authorize or approve any use or project, but rather prohibits the temporary establishment of new service stations, and expansion of existing service stations, and preserves the status quo, and therefore has no potential for resulting in physical change in the environment, directly or indirectly.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PINOLE, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Findings

The City Council of the City of Pinole finds that all of the above Recitals are true and correct and incorporated herein by this reference.

SECTION 2. Urgency Findings

The City Council of the City of Pinole hereby finds that there is a threat to the public health, safety and/or welfare and a need for immediate preservation of the public peace, health, or safety that warrants this urgency ordinance, which finding is based upon the facts stated in the recitals above, and in the staff report dated May 7, 2024, as well as oral and written testimony at the May 7, City Council meeting. This Ordinance is declared by the City Council to be an urgency measure necessary for the protection of the public peace, health, or safety. The facts constituting such urgency are all of those certain facts set forth and referenced in this Ordinance and the entirety of the record before the City Council. In accordance with the requirements of Government Code section 65858, a report was issued describing the measures taken to alleviate the condition which led to the adoption of the ordinance, a copy of which was attached to the May 7 staff report.

SECTION 3. Ordinance

The City Council hereby makes the findings contained herein and hereby adopts the uncodified Ordinance to read as follows:

ORDINANCE PROHIBITING THE DEVELOPMENT OF NEW SERVICE STATIONS AND EXPANSION OF EXISTING SERVICE STATIONS WITHIN THE CITY OF PINOLE AND DEEMING ALL EXISTING SERVICE STATIONS AS A LEGAL NONCONFORMING USE

Section 1. Purpose

The purpose of this Ordinance is to:

- A. Support the transition to zero emission vehicles as a tool to reduce greenhouse gas emissions and combat climate change.

- B. Allow time for the City to study and develop permanent regulations regarding service stations that enable the City to combat the effects of climate change and improve air quality in the City, and, thereby serve the public peace and health.
- C. Provide for the continued operation of service station uses as legal nonconforming uses.
- D. Allow alterations to service stations when such changes provide greater protection for the environment, safeguard public health, and safety, and promote the use of zero emission vehicles.

Section 2. Moratorium Imposed.

- A. From and after the effective date of this Ordinance, no permit or any other applicable license or entitlement for use shall be approved or issued for the establishment or operation of a service station, as defined in Pinole Municipal Code Title 17, in the City of Pinole.
- B. This moratorium shall not apply to the issuance or renewal of a business license for an existing business, or a new business license for an existing service station, provided that the applicant seeks to maintain the business without expansion and in its current location and the establishment complies with all City, State, Federal or otherwise applicable codes, rules, regulations, or laws.

Section 3. Modifications to Service Stations, Generally.

Except as provided herein, service station uses and structures related thereto, including structures for accessory uses, shall not be enlarged, extended, or moved to a different portion of the lot or parcel of land occupied by such.

This Section shall not prohibit repair, maintenance, or modification of existing service stations, as long as such repair, maintenance, or modification does not result in an expansion of the use and is completed in compliance with the applicable requirement of Pinole Municipal Code Chapter 17.14.

This Section shall not prohibit the expansion, modification, or retrofit of existing service stations to incorporate biodiesel or other alternative fuels or charging stations for electric vehicles as long as such expansion, modification or retrofit promotes the use of zero emissions vehicles and is in compliance with the applicable requirements of Pinole Municipal Code Section 17.34.060.

Section 4. Modifications to Improve Soil, Groundwater, and Storm Water Quality.

Service station uses may be modified to conform to current stormwater quality control regulations or to remediate contamination of the soil or groundwater.

Section 5. Loss of Legal Nonconforming Use Status.

Service stations in existence as of the date this Ordinance is adopted may continue operating. Without any further action by the City, a nonconforming service station shall be conclusively presumed to have abandoned the service station's legal nonconforming status, and such status shall terminate, if and when:

1. The nonconforming service station ceases selling, storing, or dispensing fossil fuels for a continuous period of 6-months or more; or
2. The nonconforming service station is converted to or replaced by a permitted, non-fossil fuel station use.

Section 6. Termination

The Ordinance shall take effect immediately and shall remain in effect for 22 months and 15 days,

unless sooner terminated by the City Council.

SECTION 4. Severability

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, the provisions of this Ordinance are severable. The City Council of the City of Pinole hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid, or unenforceable.

SECTION 5. Effective Date

Following adoption by at least a four-fifths vote of the City Council, this Ordinance shall be effective immediately upon adoption pursuant to Government Code section 65858. The City Clerk shall certify as to the adoption of this Urgency Ordinance and shall cause it to be published within fifteen (15) days of the adoption and shall post a certified copy of this Urgency Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with California Government Code Section 36933.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 7th day of May, 2024 by the following vote:

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

Maureen Toms, Mayor

ATTEST:

Heather Bell, City Clerk

APPROVED AS TO FORM:

Eric S. Casher, City Attorney

REPORT PURSUANT TO GOVERNMENT CODE 65858(d).

Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. The significant risks to the public health, safety, and welfare caused by climate change are too numerous to mention, but include air pollution, extreme weather events, increased food insecurity, and rising sea levels. One main contributor to climate change is the transportation industry. Highway vehicles release about 1.5 billion tons of greenhouse gases (GHGs) into the atmosphere each year— mostly in the form of carbon dioxide (CO₂)—contributing to global climate change. Each gallon of gasoline burned creates 20 pounds of GHG. Fossil-fuel based transportation remains the largest contributor of GHG emissions and criteria pollutant emissions in California. Reducing GHG emissions to improve environmental and human health will require a massive transition away from internal combustion engines to zero-emission vehicles.

On April 2, the City Council adopted an urgency ordinance to enact a moratorium on the establishment of new service stations anywhere in the City of Pinole. The ordinance made service stations already existing in the City a legal nonconforming use, which allows existing service stations to continue operating. The ordinance prohibits the expansion of existing service stations, as well as accessory buildings on the same site, such as convenience stores. The ordinance generally allows repairs and maintenance of existing service stations as long as they do not result in an expansion of the existing use. Additionally, the owner of an existing service station loses the status as a legal nonconforming.

The purpose of the moratorium is to give the City time to study and enact permanent changes to the Zoning Code prohibiting service stations as part of the City's efforts to facilitate the transition to zero-emissions vehicles and combat the effects of climate change. The permanent ordinance could incorporate more nuance and comprehensive regulations. For example, the proposed moratorium temporarily prohibits any expansion of existing services stations, including accessory buildings on the same site, such as a car wash or convenience store. The permanent regulations can address under what circumstances such expansions unrelated to the main fueling use is allowed. The permanent regulations might allow such expansions in exchange for other changes that facilitate the transition to zero emission vehicles, such as the addition of EV-charging stations. The moratorium gives the City time to study and evaluate these important details.

City staff have begun researching and analyzing possible elements of a permanent ordinance. Given the short amount of time that has passed since the moratorium was adopted, there has not yet been significant progress toward preparation of the permanent ordinance. However, Development of the permanent ordinance will be included as action in the Climate Action and Adaptation Plan (CAAP), with a development and adoption timeline to not exceed the total combined period of time for renewal of the urgency ordinance.



CITY COUNCIL REPORT

9.H.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: STACY SHELL, HUMAN RESOURCES DIRECTOR
CHARLENE DAVIS, HUMAN RESOURCES ANALYST
SUBJECT: ADOPT A RESOLUTION TO AMEND THE MASTER SALARY SCHEDULE

RECOMMENDATION

It is recommended that the City Council adopt a resolution (Attachment A) to amend the Master Salary Schedule.

BACKGROUND

The California Public Employees' Retirement System (CalPERS), pursuant to their interpretation of Title 2 California Code of Regulations Section 570.5, recommends that all CalPERS employers maintain their compensation levels in one publicly available document, approved and adopted by the governing body, which must meet all the following requirements:

- Has been duly approved and adopted by the employer's governing body in accordance with the requirements of applicable public meetings laws;
- Identifies the position title for every employee position;
- Shows the pay rate for each identified position, which may be stated as a single amount or as multiple amounts within a range;
- Indicates the time base, including, but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually;
- It is posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's internet website;
- Indicates an effective date and date of any revisions;
- Is retained by the employer and available for public inspection for not less than five years; and
- Does not reference another document in lieu of disclosing the pay rate.

To comply with CalPERS' recommendation, the City's Master Salary Schedule is submitted to the City Council for approval in turn each time any single MOU or Salary Plan change is brought to the City Council for approval.

REVIEW AND ANALYSIS

Pursuant to Personnel Rule 12 – Compensation, employees are assigned job classifications with salary ranges adopted by the City Council.

The Master Salary Schedule (Exhibit A) includes the following previously approved wage updates:

- Resolution adopted by City Council on February 20, 2024, to approve a revised Compensation and Benefits Plan for Management and Confidential Employees providing a 1% State Disability Insurance Offset.
- Resolution adopted by City Council on March 5, 2024, to approve the salary placement of the Engineer Class Series to the Master Salary Schedule.

FISCAL IMPACT

There is no fiscal impact.

ATTACHMENTS

- A. Resolution
- B. Exhibit A: FY23-24 Master Salary Schedule Adopted (Reso 2024-XX) 05072024

Resolution No. 2024-XX

**A RESOLUTION OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA,
STATE OF CALIFORNIA, APPROVING THE ADOPTION OF THE AMENDED
MASTER SALARY SCHEDULE TO INCLUDE SALARY PLAN ADJUSTMENTS FOR
PREVIOUSLY APPROVED SALARY RANGE AMENDMENTS**

WHEREAS, the California Public Employees' Retirement System (CalPERS) has requested all CalPERS employers list their compensation levels on one document, approved and adopted by the governing body, in accordance with Title 2 California Code of Regulations Section 570.5, and meeting all the following requirements thereof:

- Has been duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meetings laws;
- Identifies the position title for every employee position;
- Shows the pay rate for each identified position, which may be stated as a single amount or as multiple amounts within a range;
- Indicates the time base, including, but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually;
- Is posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's internet website;
- Indicates an effective date and date of any revisions;
- Is retained by the employer and available for public inspection for not less than five years; and
- Does not reference another document in lieu of disclosing the pay rate.

WHEREAS, the City now desires to amend the current Master Salary Schedule to include salary plan adjustments for previously approved salary range amendments; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Pinole does hereby approve the amendment of the FY23-24 Master Salary Schedule, attached hereto as Exhibit A, and incorporated herein by this reference.

PASSED AND ADOPTED this 7th day of May 2024, by the following vote:

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

I hereby certify that the foregoing resolution was introduced, passed, and adopted on this 7th day of May 2024.

Heather Bell, CMC
City Clerk

ELECTED @ 07/01/16 budget

City Treasurer 3,000 ANNUALLY
Councilmember 6,750 ANNUALLY as of 01/2017

Management (Individual Employment Agreements), eff. 07/03/2023

	Minimum Annual	Minimum Hourly	Maximum Annual	Maximum Hourly
City Manager	\$ -	\$ -	\$268,483.28	\$129.0785
Interim City Manager (effective 09/30/2023)			\$310,428.98	\$149.2447
City Clerk	\$ -	\$ -	\$171,411.55	\$82.4094

Management, eff. 05/06/2024

	Minimum Annual	Minimum Hourly	Maximum Annual	Maximum Hourly
Assistant City Manager	\$ 214,866.95	\$ 103.3014	\$ 261,278.22	\$ 125.6145
Police Chief	\$ 214,866.95	\$ 103.3014	\$ 261,278.22	\$ 125.6145
Development Services Director/City Engineer	\$ 204,635.14	\$ 98.3823	\$ 248,836.33	\$ 119.6329
Community Development Director	\$ 186,032.89	\$ 89.4389	\$ 226,215.99	\$ 108.7577
Finance Director	\$ 186,032.89	\$ 89.4389	\$ 226,215.99	\$ 108.7577
Fire Chief	\$ 186,032.89	\$ 89.4389	\$ 226,215.99	\$ 108.7577
Human Resources Director	\$ 186,032.89	\$ 89.4389	\$ 226,215.99	\$ 108.7577
Public Works Director	\$ 186,032.89	\$ 89.4389	\$ 226,215.99	\$ 108.7577
Police Commander	\$ 177,077.65	\$ 85.1335	\$ 215,326.42	\$ 103.5223
Community Services Director	\$ 169,029.53	\$ 81.2642	\$ 205,539.91	\$ 98.8173
Building Official	\$ 160,979.68	\$ 77.3941	\$ 195,751.29	\$ 94.1112
Fire Battalion Chief (contract for services, eff. 03/01/2023)	\$ 160,979.68	\$ 77.3941	\$ 195,751.29	\$ 94.1112
Planning Manager	\$ 160,979.68	\$ 77.3941	\$ 195,751.29	\$ 94.1112
Police Lieutenant	\$ 160,979.68	\$ 77.3941	\$ 195,751.29	\$ 94.1112
Wastewater Treatment Plant Manager	\$ 160,979.68	\$ 77.3941	\$ 195,751.29	\$ 94.1112
Capital Improvement & Environmental Program Manager	\$ 133,040.77	\$ 63.9619	\$ 161,777.57	\$ 77.7777
Public Works Manager	\$ 133,040.77	\$ 63.9619	\$ 161,777.57	\$ 77.7777
Recreation Manager	\$ 118,258.97	\$ 56.8553	\$ 143,802.91	\$ 69.1360
Assistant to the City Manager	\$ 118,258.79	\$ 56.8552	\$ 143,802.69	\$ 69.1359
Human Resources Analyst	\$ 93,778.01	\$ 45.0856	\$ 114,034.07	\$ 54.8241
Deputy City Clerk	\$ 90,374.66	\$ 43.4494	\$ 109,895.58	\$ 52.8344
Human Resources Specialist	\$ 85,252.80	\$ 40.9869	\$ 103,667.40	\$ 49.8401
Human Resources Technician	\$ 77,502.55	\$ 37.2608	\$ 94,243.10	\$ 45.3092

Bargaining Unit	A Monthly	A Hourly	B Monthly	B Hourly	C Monthly	C Hourly	D Monthly	D Hourly	E Monthly	E Hourly
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LOCAL 1230 @ 07/04/2022; Contract for services, eff. 03/01/2023

Fire Academy Recruit (EMT-1)*	5,493.53	31.6934								
Fire Academy Recruit (EMT-P)*	6,397.76	36.9102								
Firefighter	7,108.62	29.2938	7,464.06	30.7585	7,837.27	32.2964	8,229.14	33.9113	8,640.61	35.6069
Firefighter/Paramedic	7,819.48	32.2232	8,210.47	33.8343	8,621.00	35.5261	9,052.06	37.3024	9,504.67	39.1676
Fire Engineer	8,160.99	33.6304	8,569.05	35.3120	8,997.51	37.0776	9,447.39	38.9316	9,919.77	40.8782
Fire Captain	9,030.79	37.2148	9,482.34	39.0756	9,956.47	41.0294	10,454.30	43.0809	10,977.02	45.2350

PPEA @ 07/03/2023

Community Safety Specialist	5,788.18	33.3934	6,077.60	35.0631	6,381.49	36.8163	6,700.57	38.6571	7,035.60	40.5900
Dispatcher	6,582.56	37.9763	6,911.69	39.8752	7,257.29	41.8690	7,620.16	43.9624	8,001.17	46.1606
Lead Dispatcher	7,046.31	40.6518	7,398.64	42.6844	7,768.58	44.8187	8,157.01	47.0597	8,564.87	49.4127
Police Officer	8,343.75	48.1370	8,760.95	50.5439	9,199.00	53.0712	9,658.96	55.7248	10,141.92	58.5111
Police Sergeant	9,773.67	56.3866	10,262.37	59.2060	10,775.50	62.1663	11,314.28	65.2747	11,880.01	68.5385

* Monthly rate is calculated on a 40-hour workweek.

Bargaining Unit	A Monthly	A Hourly	B Monthly	B Hourly	C Monthly	C Hourly	D Monthly	D Hourly	E Monthly	E Hourly
AFSCME @ 07/03/2023										
Accountant	7,900.56	45.5802	8,295.60	47.8592	8,710.39	50.2522	9,145.91	52.7649	9,603.22	55.4032
Accounting Specialist	6,748.12	38.9315	7,085.53	40.8781	7,439.82	42.9220	7,811.82	45.0682	8,202.42	47.3216
Administrative Coordinator	7,453.58	43.0014	7,826.26	45.1515	8,217.59	47.4091	8,628.47	49.7797	9,059.91	52.2687
Assistant Engineer, eff. 03/05/2024	7,749.98	44.7114	8,137.46	46.9469	8,544.35	49.2943	8,971.56	51.7590	9,420.13	54.3469
Associate Civil Engineer	9,377.42	54.1005	9,846.30	56.8056	10,338.63	59.6459	10,855.57	62.6283	11,398.36	65.7598
Associate Planner	7,900.56	45.5801	8,295.59	47.8592	8,710.38	50.2522	9,145.91	52.7649	9,603.21	55.4032
Building Inspector I	6,983.83	40.2913	7,333.03	42.3059	7,699.69	44.4213	8,084.68	46.6424	8,488.92	48.9745
Building Inspector II	7,699.67	44.4212	8,084.66	46.6423	8,488.90	48.9744	8,913.36	51.4232	9,359.03	53.9944
Cable Access Coordinator	7,453.58	43.0014	7,826.26	45.1515	8,217.59	47.4091	8,628.47	49.7797	9,059.91	52.2687
Code Enforcement Officer I	6,983.83	40.2913	7,333.03	42.3059	7,699.69	44.4213	8,084.68	46.6424	8,488.92	48.9745
Code Enforcement Officer II	7,699.67	44.4212	8,084.66	46.6423	8,488.90	48.9744	8,913.36	51.4232	9,359.03	53.9944
Environmental Compliance Inspector	6,983.83	40.2913	7,333.03	42.3059	7,699.69	44.4213	8,084.68	46.6424	8,488.92	48.9745
Information Systems Administrator	7,453.60	43.0015	7,826.28	45.1516	8,217.61	47.4093	8,628.50	49.7798	9,059.93	52.2688
Information Systems Specialist	7,138.49	41.1836	7,495.42	43.2428	7,870.20	45.4050	8,263.72	47.6753	8,676.91	50.0591
Junior Engineer, eff. 03/05/2024	8,524.97	49.1825	8,951.21	51.6416	9,398.77	54.2237	9,868.72	56.9349	10,362.14	59.7816
Laboratory Analyst I	8,065.81	46.5335	8,469.11	48.8602	8,892.57	51.3033	9,337.21	53.8685	9,804.08	56.5620
Laboratory Analyst II	8,892.57	51.3033	9,337.20	53.8685	9,804.07	56.5620	10,294.29	59.3901	10,809.01	62.3597
Laboratory Supervisor	10,106.44	58.3064	10,611.77	61.2218	11,142.37	64.2829	11,699.50	67.4971	12,284.49	70.8721
Management Analyst	7,891.58	45.5283	8,286.16	47.8048	8,700.48	50.1951	9,135.51	52.7049	9,592.30	55.3402
Police Services Supervisor	7,265.71	41.9176	7,629.00	44.0135	8,010.46	46.2142	8,410.99	48.5250	8,831.55	50.9513
PW Maintenance Supervisor	8,138.28	46.9516	8,545.20	49.2993	8,972.47	51.7643	9,421.11	54.3525	9,892.17	57.0702
Public Works Specialist	7,020.74	40.5043	7,371.78	42.5295	7,740.38	44.6560	8,127.41	46.8889	8,533.79	49.2334
Recreation Coordinator*	5,833.50	33.6548	6,125.18	35.3376	6,431.44	37.1045	6,753.02	38.9597	7,090.68	40.9078
Rental Inspector	6,983.84	40.2914	7,333.04	42.3060	7,699.70	44.4214	8,084.70	46.6425	8,488.94	48.9746
Project Manager	6,824.77	39.3737	7,166.02	41.3424	7,524.32	43.4096	7,900.55	45.5801	8,295.58	47.8591
Senior Project Manager	7,900.56	45.5801	8,295.59	47.8592	8,710.38	50.2522	9,145.91	52.7649	9,603.22	55.4032
WWTP Operations Supervisor	10,106.44	58.3064	10,611.77	61.2218	11,142.37	64.2829	11,699.50	67.4971	12,284.49	70.8721
WPCP Supervisor	7,682.23	44.3205	8,066.35	46.5366	8,469.67	48.8635	8,893.17	51.3067	9,337.83	53.8721

* Monthly rate is calculated on a 40-hour workweek.

FY23-24 Master Salary Schedule

EXHIBIT A

Page 3

Bargaining Unit	A Monthly	A Hourly	B Monthly	B Hourly	C Monthly	C Hourly	D Monthly	D Hourly	E Monthly	E Hourly
LOCAL 1 @ 07/03/2023										
Accounting Assistant I	3,317.35	19.1385	3,483.22	20.0955	3,657.38	21.1003	3,840.26	22.1553	4,032.27	23.2631
Accounting Assistant II	3,589.84	20.7106	3,769.33	21.7462	3,957.81	22.8335	4,155.70	23.9752	4,363.49	25.1740
Accounting Technician	5,348.65	30.8576	5,616.08	32.4005	5,896.89	34.0205	6,191.74	35.7216	6,501.34	37.5077
Administrative Assistant	5,941.35	34.2770	6,238.42	35.9909	6,550.35	37.7905	6,877.87	39.6800	7,221.77	41.6641
Cable Access Technician	6,031.52	34.7972	6,333.11	36.5371	6,649.77	38.3640	6,982.26	40.2823	7,331.38	42.2964
Cook*	3,508.40	20.2408	3,683.82	21.2528	3,868.02	22.3155	4,061.42	23.4313	4,264.50	24.6029
Community Service Officer	5,838.56	33.6840	6,130.49	35.3682	6,437.02	37.1367	6,758.88	38.9935	7,096.83	40.9433
Custodian	3,136.02	18.0924	3,292.82	18.9971	3,457.47	19.9469	3,630.34	20.9443	3,811.87	21.9915
Field Maintenance Mechanic	5,717.43	32.9851	6,003.30	34.6344	6,303.47	36.3662	6,618.65	38.1845	6,949.59	40.0938
Fleet Maintenance Mechanic	6,486.68	37.4232	6,811.02	39.2944	7,151.58	41.2591	7,509.17	43.3221	7,884.63	45.4883
Food Services Specialist, eff. 01/16/2024	4,810.13	27.7508	5,050.64	29.1383	5,303.18	30.5953	5,568.34	32.1251	5,846.77	33.7313
Information Systems Technician I	3,379.05	19.4945	3,548.01	20.4693	3,725.41	21.4927	3,911.68	22.5674	4,107.27	23.6958
Information Systems Technician II	6,142.53	35.4376	6,449.66	37.2096	6,772.15	39.0701	7,110.76	41.0236	7,466.31	43.0749
Laboratory Technician I	6,397.85	36.9107	6,717.75	38.7562	7,053.64	40.6941	7,406.33	42.7288	7,776.66	44.8653
Laboratory Technician II	7,053.62	40.6940	7,406.31	42.7287	7,776.64	44.8652	8,165.48	47.1085	8,573.76	49.4640
Lead Records & Property Specialist	5,524.19	31.8703	5,800.40	33.4639	6,090.43	35.1371	6,394.96	36.8940	6,714.71	38.7387
Office Assistant	4,711.20	27.1800	4,946.76	28.5390	5,194.10	29.9660	5,453.81	31.4643	5,726.51	33.0376
Permit Technician I	5,591.91	32.2610	5,871.51	33.8741	6,165.09	35.5678	6,473.35	37.3462	6,797.02	39.2136
Permit Technician II	6,165.07	35.5677	6,473.33	37.3462	6,797.01	39.2135	7,136.86	41.1742	7,493.72	43.2330
Permit Technician III	6,796.99	39.2134	7,136.85	41.1741	7,493.70	43.2329	7,868.39	45.3945	8,261.82	47.6643
Police Property Specialist	6,132.40	35.3792	6,439.03	37.1482	6,760.99	39.0057	7,099.04	40.9560	7,454.00	43.0039
Police Records Specialist	5,011.34	28.9116	5,261.92	30.3572	5,525.02	31.8751	5,801.27	33.4689	6,091.34	35.1424
PW Maintenance Worker	5,266.85	30.3857	5,530.20	31.9050	5,806.71	33.5003	6,097.05	35.1753	6,401.91	36.9341
PW Senior Maintenance Worker	5,719.10	32.9948	6,005.06	34.6446	6,305.32	36.3768	6,620.59	38.1957	6,951.63	40.1055
Recreation Activities Specialist*	4,809.45	27.7468	5,049.92	29.1342	5,302.42	30.5909	5,567.55	32.1205	5,845.93	33.7265
Wastewater Operator in Training	5,664.12	32.6776	5,947.33	34.3115	6,244.70	36.0271	6,556.94	37.8285	6,884.80	39.7200
Wastewater Operator	7,851.91	45.2995	8,244.51	47.5645	8,656.74	49.9427	9,089.59	52.4399	9,544.08	55.0620
Wastewater Senior Operator	8,845.26	51.0304	9,287.53	53.5819	9,751.92	56.2611	10,239.53	59.0742	10,751.51	62.0280
Wastewater Maintenance Mechanic	6,621.55	38.2012	6,952.63	40.1113	7,300.27	42.1169	7,665.29	44.2228	8,048.56	46.4340
Wastewater Sr. Maintenance Mechanic	7,820.25	45.1168	8,211.27	47.3727	8,621.85	49.7414	9,052.95	52.2285	9,505.60	54.8400

* Monthly rate is calculated on a 40-hour workweek.

Bargaining Unit	A Monthly	A Hourly	B Monthly	B Hourly	C Monthly	C Hourly	D Monthly	D Hourly	E Monthly	E Hourly
<u>TRAINEE - BENEFITTED @ 07/03/2023</u>										
Police Officer Trainee*	7,096.83	40.9433								
<u>NON-BENEFITTED PART TIME @ 01/01/2024</u>										
Information Systems Technician		16.0000		16.8000		17.6400		18.5221		19.4482
<u>Fire Reserves @ 01/01/2024</u>										
Reserve Fire Captain		16.0000								
Reserve Fire Engineer		16.0000								
Reserve Firefighter		16.0000								
<u>Interns @ 01/01/2024</u>										
Intern		16.0000		17.0000		18.0000		19.0000		20.0000
<u>Police @ 01/01/2024</u>										
Crossing Guard		16.0000								
<u>Community Services Department @ 01/01/2024</u>										
Cable Equipment Operator I		16.0000		16.8000		17.6400		18.5221		19.4482
Cable Equipment Operator II		18.5221		19.4482		20.4206		21.4417		22.5138
Recreation Leader		16.0000		16.8000		17.6400		18.5221		19.4482
Senior Recreation Leader		18.5221		19.4482		20.4206		21.4417		22.5138
Rental Facility Custodian		16.0000		16.8000		17.6400		18.5221		19.4482
Rental Facility Senior Custodian		18.5221		19.4482		20.4206		21.4417		22.5138
<u>Administration - 05/03/17</u>										
Records Management Administrator		60.0000								
<u>CONTRACT-Part Time</u>										
<u>Public Works @ 07/01/05</u>										
Park Caretaker		20.7000								

* Monthly rate is calculated on a 40-hour workweek.



CITY COUNCIL REPORT

9.I.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: NEIL GANG, POLICE CHIEF
SUBJECT: APPROVAL OF EAST BAY WILDFIRE PREVENTION COORDINATING GROUP MEMORANDUM OF UNDERSTANDING

RECOMMENDATION

1. AUTHORIZE the City Manager, or designee, to execute a Memorandum of Understanding (MOU), with other jurisdictions in Alameda and Contra Costa Counties, to form a Wildfire Prevention Coordinating Group (WPCG) to improve region-wide collaboration to reduce wildfire risk.
2. APPOINT Mayor Maureen Toms to serve on the Wildfire Prevention Coordinating Group (WPCG) as the elected official representing the City of Pinole.

BACKGROUND

The risk of catastrophic wildfire is growing due to changing conditions driven by climate change. The Camp Fire, which swept through the town of Paradise in 2018 causing 85 deaths and destroying more than 18,000 buildings, was the deadliest and most destructive wildfire in California's history. The wildfire that swept across parts of Maui, destroying much of Lahaina on August 8, 2023, killed at least 97 people, making it one of the deadliest in the nation. Wildfires can be so intense that the City of Pinole has previously advised residents in the West Hills communities to leave their homes in advance of predicted extreme fire weather, when forecasted wind speeds, temperature, and low humidity produce *especially* risky conditions. A wildfire that gains enough momentum during these extreme conditions is virtually unstoppable until winds change. Embers flying ahead of a firestorm can easily ignite homes in suburban and urban areas outside of the hills. This occurred during the 2017 Tubbs Fire which raced through the Coffey Park neighborhood in Santa Rosa. Given the growing danger of wildfire, a regional approach to mitigating risk is practical. Wildfire does not respect geographic boundaries, so coordination and collaboration between jurisdictions is essential.

REVIEW AND ANALYSIS

For the past three years, the City of Pinole's staff have been active participants in attending meetings to discuss the creation of a Joint Powers Agency (JPA). During those discussions, consensus grew that a JPA, which would create a new government entity, was unnecessary. Instead, participants agreed to establish a coordinating group via a MOU. A smaller working group was established to draft the MOU. The MOU establishes the Wildfire Prevention Coordinating Group's primary purpose, which is

to provide regional coordination among elected officials and policy support to fire chiefs and their staffs for the following:

1. the development of model fire codes; and
2. the development of joint plans to reduce flammable vegetation and replace it with wildfire resistant vegetation where appropriate; and
3. to identify and apply for state, federal, or other funds to assist with wildfire risk mitigation activities; and
4. to support planning for wildfire evacuations and response, especially where efforts cross jurisdictional boundaries between one or more of the Participating Agencies; and
5. to work cooperatively to influence legislation at the State level to mitigate wildfire risk and to make wildfire safety a priority.

On June 28, 2023, public officials representing 28 jurisdictions met to discuss the final draft of the MOU. The next step is for the City of Pinole to approve the MOU. The City of Berkeley, the City of Oakland, Contra Costa County, Contra Costa County Fire, Alameda County, and the Alameda County Fire Department, the City of Richmond with the City of El Cerrito Kensington Fire Protection District, have all approved the MOU.

After all participating agencies approve the MOU, the first meeting of the new Wildfire Prevention and Coordination Group will be scheduled.

FISCAL IMPACT

This action does not have any direct fiscal impact. WPCG members may implement dues to fund activities if agreed to by 100% of WPCG members.

ATTACHMENTS

- A. MOU-for-Coordination-of-Wildfire-Prevention-Activities-in-an-Around-the-East-Bay-Hills

**MEMORANDUM OF UNDERSTANDING FOR COORDINATION OF WILDFIRE
PREVENTION ACTIVITIES TO PROTECT THE EAST BAY HILLS IN ALAMEDA AND
CONTRA COSTA COUNTIES**

This Memorandum of Understanding ("MOU") is entered into as of _____, 2023, (the "Effective Date") by and between the following agencies (referred to herein individually as a "Participating Agency" and collectively as the "Participating Agencies"):

[[List of agencies]]; and any other New Participating Agency in
accordance with Section 4 of this MOU.

Recitals

A. The East Bay Hills along the border of Alameda and Contra Costa Counties, and extending north to Hercules and south to Fremont, is a high wildfire risk zone. As wildfires do not respect political boundaries, fire prevention and vegetation management are regional efforts that require coordination among the many jurisdictions, fire districts, and other regional agencies in the East Bay wildfire zone.

B. While there are strong regional coordinating efforts that have been long established, the pace of climate change and its impacts to wildfire in the region call for more coordination at the governing body level. With support from community organizations concerned with wildfire prevention, a group of public officials representing the counties, municipalities and fire districts in the East Bay Hills has come together to form a structure for elected officials to meet their common goals regarding regional wildfire prevention, including providing governance and policy support towards regional efforts to lobby for legislation and funding, improve grant funding and wildfire hazard reduction, resulting in the development, execution and implementation of this MOU. This group desires for the Counties of Alameda and Contra Costa, together with all municipalities and fire districts in the East Bay Hills that include areas in high wildfire risk zones, as determined by the California Department of Forestry and Fire Protection (CAL FIRE), to sign this MOU.

C. Each of the Participating Agencies performs wildfire prevention activities, including but not limited to adopting and implementing fire codes; enforcing weed/overgrown vegetation hazard abatement standards; planning, coordinating and applying for local and regional grants, implementing wildfire hazard identification and mitigation programs; and engaging in separate and joint wildfire emergency response planning.

D. Staff members of certain Participating Agencies currently work together on common endeavors, particularly within Contra Costa County and within Alameda County. These efforts are expected to continue. The Participating Agencies desire to better coordinate these activities at both the governing body and staff levels to improve their efficacy and efficiency, with the shared goal of increasing each Participating Agency's respective level of service to the residents and property owners in the region.

E. In furtherance of this goal, the Participating Agencies desire to create and benefit from opportunities for cross-agency governing body communication and cooperation related to wildfire prevention in the East Bay Hills, without altering any of the Participating Agencies' jurisdictional boundaries, existing cooperative efforts at the staff or Board/Council levels, or create new legal authorities.

F. The Counties of Alameda and Contra Costa are subdivisions of the State of California with responsibility for adopting and enforcing Fire Codes within all unincorporated

areas of the County, though separate fire protection districts and municipalities provide fire prevention and suppression services throughout the entire County.

G. The municipalities of [list of municipalities] are municipal corporations located in Alameda and Contra Costa Counties with responsibility for providing fire prevention and fire and emergency response services within their respective jurisdictions, whether directly or by contract with a local fire protection district.

H. The municipalities of [list of municipalities] are municipal corporations located in Alameda and Contra Costa Counties in which fire prevention and fire and emergency response services are provided by local fire protection districts.

I. Each of the counties listed in Recital F, above, is responsible for ratifying a Fire Code, and enforcing portions thereof, within the unincorporated portions of its respective jurisdiction.

J. Each of the municipalities listed in Recitals G and H, above, is responsible for ratifying a Fire Code, and enforcing portions thereof, within its respective jurisdiction.

K. The [list of fire protection districts] Districts are organized under the Fire Protection District Law of 1987 (Health & Safety Code § 13800 et seq.) to provide fire prevention and suppression services within their jurisdictions within portions of Alameda and Contra Costa Counties.

NOW THEREFORE, the Participating Agencies agree as follows:

1. Shared Intent. The Participating Agencies desire to collaborate on strategies and activities to minimize wildfire hazards in the East Bay Hills by:

A. Providing regional coordination among elected officials and policy support to fire chiefs and their staff in developing model fire codes.

B. Providing regional coordination among elected officials and policy support to fire chiefs and their staff in developing and implementing joint plans to reduce flammable wildland vegetation and replace it with wildfire resistant vegetation where appropriate.

C. Working with regional partners including the Hills Emergency Forum and local fire chiefs to identify and apply for state, federal or other funds to assist with wildfire risk mitigation activities including (but not limited to) risk identification, planning, and vegetation removal from public and private lands, protecting sensitive wildlife habitats and native plant landscapes, and supporting private property owners to implement home hardening activities.

D. Supporting the planning and coordination efforts of fire chiefs and their staff to plan wildfire evacuations and response, especially where these efforts cross jurisdictional boundaries between one or more of the Participating Agencies.

E. Working cooperatively to influence legislation at the State level to support resources and policies to mitigate wildfire risk and to make wildfire safety a priority.

2. Term of Agreement. The term of this MOU will commence on _____, 20_ and continue unless terminated pursuant to Section 7, below.

3. Co-operative Structure: East Bay Hills Regional Wildfire Prevention Coordinating Group. The Participating Agencies agree to form an East Bay Hills Regional Wildfire Prevention Coordinating Group (WPCG) as described below. The WPCG's responsibilities will be executed in a manner consistent with the Participating Agencies' individual fire prevention responsibilities.

A. WPCG Members.

Each Participating Agency will appoint one member and one alternate from its governing body to serve on the WPCG. More specifically, all WPCG members and alternates shall be elected or appointed members of Boards of Supervisors, City or Town Councils, Boards of Directors, or a functional equivalent. Upon authorizing execution of this MOU, each Participating Agency will endeavor to identify its member and alternate within two months. A quorum of the WPCG will consist of representatives of 50% plus one of the Participating Agencies

B. Principles. The WPCG will adhere to the following principles:

- i. Each member of the WPCG commits to actively advance the Shared Intent described in Section 1 of this MOU.
- ii. The WPCG will provide a means of coordination, information sharing and peer review concerning means of accomplishing the Shared Intent described in Section 1 of this MOU.
- iii. Signing this MOU and appointing a member to the WPCG does not obligate any Participating Agency to include other Participating Agencies in their individual wildfire prevention and risk mitigation activities.

C. Duties. The WPCG will undertake the following duties:

- i. Hold open and public meetings in accordance with a regular meeting schedule established by the WPCG, not less than quarterly.
- ii. Establish goals, procedures and programs, as necessary, for accomplishing the Shared Intent outlined in Section 1 of this MOU.
- iii. Designate a Fiscal Agent, as further described in Section 3.F, and provide policy oversight, advice and direction to the Fiscal Agent.
- iv. Develop and implement a plan for staff support of WPCG activities and objectives, whether provided by members from one or more Participating Agency, or one or more other consulting entities hired the WPCG (such as private companies, other public entities, community-based organizations, or other non-profit organizations).
- v. Propose a dues structure to fund WPCG activities, and implement if so agreed by 100% of WPCG members.
- vi. Apply for grants or other funds that may become available for joint use by the Participating Agencies, if so agreed by the WPCG members.
- vii. In the event that either (i) a dues structure is instituted, or (ii) grants or other funds are received: Adopt, monitor and revise a budget for expenditure or distribution of such funds on an annual basis (or other timeframe established by the WPCG,

taking into account the life cycle of various grants and Participating Agency contributions). The budget will generally outline the staffing assignments and resources needed to accomplish the funded projects.

D. Chair. At the first meeting of each calendar year, the WPCG will elect a Chair for purposes of facilitating meetings of the WPCG and overseeing development of the agenda, with whatever assistance the Chair requires.

The Chair also may create a stakeholder advisory group consisting of individuals such as representatives of other public agencies, Firesafe Councils, neighborhood or other community-based organizations, and other organizations owning land and/or serving communities of residences and businesses in the East Bay Hills wildfire zone.

E. Decision Making. Except where otherwise noted in this MOU, the WPCG shall make decisions only with an affirmative vote of a majority of the WPCG members (or their alternates, in the members' absence). Additional decision-making procedures may be established by the WPCG as needed.

F. Designation of a Fiscal Agent. The WPCG will designate one of the Participating Agencies to serve as the WPCG's "Fiscal Agent," in which role that entity will (i) serve as the WPCG treasurer and (ii) enter into contracts on behalf of the WPCG. The WPCG will review the designation of the Fiscal Agent not more often than once every three years and with at least six months of time for the then-current and newly-selected agencies to prepare for the transition. The selection is subject to approval by the governing body of the newly-selected entity. In the event of a new designation and approval of the governing body of the newly-selected Fiscal Agent, the then-current and newly-selected Fiscal Agents will seek approval from their governing bodies to (i) transfer funds or access to WPCG accounts to the new Fiscal Agent, (ii) assign all outstanding WPCG-required contracts to the new Fiscal Agent, and (iii) take such other actions as may be necessary or convenient to effect the transition of the Fiscal Agent role. The WPCG will establish a process for reimbursing the Fiscal Agent for its actual costs and expenses accrued in performing its duties under this MOU, including for staff time based on then-current hourly rates of compensation.

4. Addition of Participating Agencies. Additional municipalities, special districts, and other public agencies may become Participating Agencies after obtaining approval of (a) their governing bodies, and (b) the WPCG. Any additional Participating Agency must evidence its agreement to the terms of this MOU, or a subsequent restatement of this MOU, by executing a signature page in the same form used by the original Participating Agencies and accepting the then-current terms of this MOU. Counter-signature by only the Fiscal Agent is required for the additional Participating Agency to be bound by the terms of this MOU with all other signatories to this MOU.

5. Employment of Personnel. The employees of each Participating Agency coordinating services pursuant to this MOU are not, and shall not be deemed, employees of any of the other Participating Agencies for any purpose. Each Participating Agency shall be solely responsible for all salary, benefits, workers' compensation, and insurance for its personnel providing services pursuant to this MOU, and said personnel shall be considered solely employees of the Participating Agencies for all supervisory, disciplinary and other employment related purposes.

6. Litigation Support. The Participating Agencies will make their employees available to testify in any litigation brought regarding work performed under this MOU. Should a Participating Agency request that another Participating Agency's employees testify in litigation

following the termination of this MOU, the requesting Participating Agency shall compensate the Participating Agency that is fulfilling the request for employees' costs and expenses in preparing for, traveling to, and testifying in such matters at the employee's then current hourly rate of compensation, unless such litigation is brought by the requesting Participating Agency or is based solely on allegations of the Participating Agency's negligent performance or wrongdoing.

7. Termination or Withdrawal. At any time and without cause, a Participating Agency may terminate its participation in this MOU by giving sixty (60) days' prior written notice to the other Participating Agencies.

8. Indemnification. Each of the other Participating Agencies will jointly indemnify, and hold harmless the Fiscal Agent and its directors/councilmembers/supervisors, officers, employees and agents (collectively, "Indemnitees") against all liability, claims, suits, actions, costs or expenses arising from loss of or damage to property, and injuries to or death of any person (including but not limited to the property or employees of each Participating Agency) when arising out of performance of this MOU.

The indemnifying Participating Agencies' obligation to defend includes the payment of all reasonable attorneys' fees and all other costs and expenses of suit, and if any judgment is rendered, or settlement entered, against any Indemnitee, the indemnifying Participating Agencies must, at their expense, satisfy and discharge the same.

This Section 8, Indemnification, will survive termination or expiration of this MOU.

9. General Provisions.

A. Not a Joint Venture or Joint Powers Authority. The Participating Agencies intend by this MOU to establish only a coordinating arrangement with regard to their respective individual and joint fire prevention activities, and do not intend to create a joint powers agency, partnership, joint venture, or joint enterprise at this time.

B. No Third-Party Beneficiary. This MOU is only for the benefit of the Participating Agencies as corporate entities and shall not be construed as or deemed to operate as an agreement for the benefit of any third party or parties. This MOU does not entitle any third party or parties to any right, benefit, position, or right of action of any kind for any reason whatsoever.

C. Notices. All written notices required or permitted to be given under this MOU will be deemed made when received by the other party or parties at its/their respective address(es) as indicated on its/their Signature Page(s), attached at the end of this MOU.

D. Waiver. No failure on the part of any Participating Agency party to exercise any right or remedy hereunder shall operate as a waiver of any other right or remedy that any Participating Agency may have hereunder, nor does waiver of a breach or default under this MOU constitute a continuing waiver of a subsequent breach of the same or any other provision of this Agreement.

E. Counterparts. This MOU may be executed in one or more counterparts, each of which shall be considered an original and all of which constitute a single instrument.

F. Severability. If any provision of this MOU or the application thereof to any person, entity or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this MOU, or the application of such provision to persons, entities or circumstances, other than those as to which it is invalid or unenforceable, shall not be affected

thereby, and each other provision of this MOU shall be valid and enforceable to the fullest extent permitted by law.

G. Amendment. No modification, waiver, mutual termination, or amendment of this MOU is effective unless made in writing and signed by all of the Participating Agencies.

H. Disputes. In any dispute over any aspect of this MOU, the prevailing party shall be entitled to reasonable attorney's fees and costs.

I. Governing Law. This MOU, regardless of where executed, shall be governed by and construed to the laws of the State of California. Venue for any action regarding this Agreement shall be in the Superior Court of Alameda or Contra Costa County.

J. Existing Agreements. This MOU supplements, and does not replace, any prior or future agreements between any two or more Participating Agencies, including for contracted, shared or cooperative fire prevention and/or emergency medical services .

IN WITNESS WHEREOF, the parties have caused this MOU to be executed effective as of the day and year first above written.

[[SIGNATURE PAGES FOR EACH SIGNATORY AGENCY]]



CITY COUNCIL REPORT

9.J.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: ERIC CASHER, CITY ATTORNEY
SUBJECT: WAIVE SECOND READING OF ORDINANCE AMENDING SECTION 1.02.010 OF THE PINOLE MUNICIPAL CODE AND ADOPT A NEW CITY SEAL

RECOMMENDATION

Staff recommends the City Council waive the second reading and adopt an Ordinance amending Section 1.02.010 fo the Pinole Municipal Code to adopt a new City Seal.

BACKGROUND

The City Council has determined that a coherent brand identity represents a key piece of the City's 2020-2025 Strategic Plan goal of developing marketing and branding strategies congruent with the communication plan and economic development strategies. Recently, the City of Pinole proposed a new City Seal and Logo as part of the City's examination of its branding strategy. The new City Seal and Logo are a result of staff review, engagement and input from the community, work conducted by the City Council Subcommittee, and design assistance from third-party consultant Tripepi Smith.

REVIEW AND ANALYSIS

On March 19, 2024, the City Council adopted a resolution approving the new City Logo and authorized staff to bring forward an ordinance amending the Municipal Code to incorporate and formally adopt the new City Seal. The proposed ordinance will codify the new City Seal in Municipal Code Chapter 1.02.010 "City Seal." The proposed ordinance reflects language unanimously approved by the Municipal Code Update Subcommittee on March 25, 2024.

At its regularly scheduled meeting on April 16, 2024, the City Council received a presentation and staff report to introduce and conduct a first reading of an ordinance amending Section 1.02.010 of the Pinole Municipal Code to adopt a new City Seal. The City Council voted unanimously in favor of the proposed ordinance included here as Attachment A. If approved on second reading, the ordinance will go into effect in thirty (30) days.

FISCAL IMPACT

Funding to implement the new seal, logo and branding guidelines will largely be covered within existing department budgets. Fiscal impact for the areas of deployments that fall outside of the adopted budgets, such as City vehicle decals, and wayfinding signage, will be included as part of supplemental budget requests reviewed with the Fiscal Year 2024/25 budget in June. Larger costs, such as seal replacements inside and on the City Hall and Public Safety buildings will be

considered capital improvement projects and will also be reviewed with the FY 24/25 budget.

ATTACHMENTS

A. Pinole_Ordinance City Seal & Logo

ORDINANCE NO. 2024-XXXX

**AN ORDINANCE OF THE CITY OF PINOLE AMENDING SECTION 1.02.010 OF THE
PINOLE MUNICIPAL CODE TO ADOPT A NEW CITY SEAL AND LOGO**

WHEREAS, the City Council of the City of Pinole has adopted Ordinance 2013-01 adding Chapter 1.02 “City Seal, Logo and City Name” to the Municipal Code, adopting an official seal, which is used in the authentication of the official documents and in the conduct of official City business; and

WHEREAS, Chapter 1.02 Section 1.02.010 “City Seal” provides a description and image of the approved City seal; and

WHEREAS, the City Council has determined that a coherent brand identity consistent with a key piece of the City Council’s Strategic Plan goal of developing marketing and branding strategies congruent with the communication plan and economic development strategies is needed; and

WHEREAS, the proposed revised logo and seal is the result of input from the community including the community's perceptions and values pertaining to the visual representation of Pinole using surveys and input and design from our consultant Tripepi Smith.

NOW THEREFORE, BE IT RESOLVED, the City Council of the City of Pinole does hereby ordain as follows:

Section 1. Recitals.

The above recitals are true and correct and made a part of this Ordinance.

Section 2. Amendment.

Pinole Municipal Code Chapter 1.02 Section 1.02.010 “City Seal” is hereby repealed and replaced in its entirety follows:

“1.02.010 CITY LOGO.

The seal of the City of Pinole is depicted below: A die; the form of the die shall be two circles, one inside the other. Within the inner circle shall be a scene of a hawk flying into Pinole Valley. Depicted in the scene is Pinole Creek with cattails leading to San Pablo Bay, rolling fog, oak trees nestled in the foothills, and the sun behind the hawk’s silhouette. The scene shall be bordered by an acorn pattern with a green and gold ring enveloping the outside of the inner circle. Within the outer circle on the upper part of the circle shall be imprinted the words "City of Pinole." On the lower part of the circle shall be imprinted “California” and on the right and left sides of the circle shall be the date the city was incorporated, "1903.” Four stars shall separate the four worded sections in the outer circle. The outermost circle shall be a gold ring. The City seal can also be applied in monochromatic color schemes.



Section 3. Severability.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each of every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Section 4. Effective Date and Duration.

This ordinance shall take effect thirty (30) days after its final adoption.

Section 5. Publication.

The City Clerk is directed to cause this ordinance to be published in a manner required by law.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on April 16, 2024, the City Council passed this urgency ordinance by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of Pinole on April 16, 2024.

Heather Bell, CMC
City Clerk



CITY COUNCIL REPORT

9.K.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: SANJAY MISHRA, PUBLIC WORKS DIRECTOR
SUBJECT: ADOPT A RESOLUTION INITIATING PROCEEDINGS FOR THE ANNUAL LEVY OF ASSESSMENTS AND ORDERING THE PREPARATION OF THE ANNUAL ENGINEER'S REPORT FOR THE PINOLE VALLEY ROAD LANDSCAPE AND LIGHTING ASSESSMENT DISTRICT (LLAD) FOR FISCAL YEAR 2024/2025

RECOMMENDATION

Staff recommends that the City Council adopt a resolution initiating proceeding for the annual levy of assessments and ordering the preparation of the annual engineer's report for the Pinole Valley Road Landscape and Lighting Assessment District (LLAD) for Fiscal Year 2024/2025.

BACKGROUND

On July 8, 2008, the City Council adopted Resolution 2008-91 forming the Pinole Valley Road Landscape and Lighting Assessment District (the "District"), ordering maintenance work therein, confirming the diagram and assessment, and providing for the levy of annual assessments therein. The City has installed improvements on Pinole Valley Road between Henry Avenue and Ramona Street. The purpose of the District is to provide a stable funding source for the ongoing maintenance of the following:

- Traffic signals
- Streetlights
- Median landscaping
- Irrigation for the landscaping
- Electricity to the traffic signals and streetlights
- Graffiti removal

REVIEW AND ANALYSIS

The City Council must take several actions each year to levy and collect the assessments for the District. It is proposed that the City Council take action on the first item from the following list at this meeting. This action will be accomplished by adopting the attached Resolution. The City Council will take action on the other items on the following list at subsequent meetings.

1. Order the preparation and filing of an engineer's annual assessment report.
2. Determine if there are any changes in the existing improvements or addition of new improvements.
3. Approve the engineer's annual assessment report.

4. Declare intention to levy and collect assessments.
5. Declare intention to conduct a Public Hearing concerning the levy of assessments.
6. Announce any increase in the maximum assessment.
7. Conduct a Public Hearing.
8. Approve assessment amounts for the upcoming fiscal year.
9. Order the assessment amounts to be submitted to the Contra Costa County Assessor for placement on the secured property tax roll.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed actions of the City Council are not a project as defined by the California Environmental Quality Act (CEQA) Guidelines and have no impact on the environment.

FISCAL IMPACT

The proceeding will set forth the proposed assessment to provide a stable funding source for the ongoing maintenance of the improvements of the District.

ATTACHMENTS

- A. Resolution

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE INITIATING PROCEEDINGS FOR THE ANNUAL LEVY OF ASSESSMENTS AND ORDERING THE PREPARATION OF THE ANNUAL ENGINEER'S REPORT FOR THE PINOLE VALLEY ROAD LANDSCAPE AND LIGHTING ASSESSMENT DISTRICT FOR FISCAL YEAR 2024/2025

WHEREAS, the City Council of the City of Pinole has previously formed a special maintenance district pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "1972 Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California (commencing with Section 22500). Said special maintenance district is known and identified as the Pinole Valley Road Landscape and Lighting Assessment District (hereafter referred to as the "District"). The District is comprised of two Zones (Zone A and Zone B) which are located on Pinole Valley Road between Henry Avenue and Ramona Street.

NOW, THEREFORE, the Pinole City Council does resolve as follows:

SECTION 1. ANNUAL ENGINEER'S REPORT: The City Council wishes to initiate proceedings for the preparation of the Annual Engineer's Report and hereby orders the report to be prepared by the City Engineer or her/his designee and filed with the City Clerk. The report shall concern the annual levy and collection of assessments for the District in accordance with the requirements of the 1972 Act. Said levy and collection shall be for the fiscal year commencing July 1, 2024, and ending June 30, 2025, in accordance with *Chapter 3, Section 22622* of the 1972 Act.

SECTION 2. IMPROVEMENTS: The improvements within the District may include, but are not limited to: turf, shrubs, plants and trees, landscaping, street lighting, traffic signals, irrigation and drainage systems, graffiti removal, litter abatement, sidewalk improvements, landscape lighting, masonry walls, and associated appurtenances within the public right-of-ways or specific easements. Services provided include all necessary service, operations, administration and maintenance required to keep the improvements in a healthy, vigorous and satisfactory condition and in proper working order. The specific improvements within the District shall be detailed in the Report.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on this 7th day of May 2024, by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

ABSENT:

COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed, and adopted on the 7th day of May 2024.

Heather Bell, CMC
City Clerk



CITY COUNCIL REPORT

11.A.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: ERIC CASHER, CITY ATTORNEY
MARKISHA GUILLORY, FINANCE DIRECTOR
SUBJECT: PROVIDE DIRECTION ON POTENTIAL BALLOT MEASURES TO RAISE
REVENUE: CHARTER CITY AND REAL PROPERTY TRANSFER TAX,
SALES TAX AND UTILITY USER'S TAX

RECOMMENDATION

Staff recommends that the City Council discuss and provide direction on three potential ballot measures to raise revenue, considering a Charter City and Real Property Transfer Tax, Sales Tax, and Utility User's Tax.

BACKGROUND

At its November 7, 2023 meeting, the City Council considered the City's long term financial plan forecast and related strategies. As further described in the November 7 staff report, the twenty-year General Fund status quo financial forecast shows that the City's ongoing General Fund revenues are forecasted to grow at a slower rate than its ongoing expenditures, which results in a growing imbalance over time. During the meeting, the City Council considered a wide range of possible measures to raise revenue, including potential ballot measures to raise additional tax revenue.

In recent months, the Council has considered potential ballot measures to raise revenue in more detail. The measures being considered include: becoming a charter city and enacting a real property transfer tax, increasing the sales tax rate, and increasing the City's existing utilities users tax.

Taxes can either be classified as general taxes or special taxes. The revenue from general taxes can be used for any municipal purpose. The revenue from special taxes must be used for the specific purpose identified in the ballot measure. It requires a two-thirds vote of the City Council (i.e. 4 votes) to place a general tax on the ballot. General taxes must be approved by a simple majority (50%+1) of voters. It requires a simple majority of the City Council (i.e. 3 votes) to place a special tax on the ballot, but special taxes can only be added to the ballot after a public hearing. Special taxes must be approved by a 2/3 majority of voters.

REVIEW AND ANALYSIS

I. CHARTER CITY AND REAL PROPERTY TRANSFER TAX

A. Charter City vs. General Law City

Cities in California are organized as either general law cities or charter cities. A general law city has the authority to act locally, but its acts must be consistent with all general laws adopted by the Legislature. In contrast, a charter city is only required to act consistent with state laws regarding matters of statewide concern. A charter city may use its “home rule” authority to adopt laws regarding “municipal affairs” that vary from state laws. A city’s charter defines the structure of the city’s government and the scope of a city’s authority over municipal affairs. Some cities have very detailed charters, while other cities have charters that are limited in scope. Some charters specify that the city may exercise all powers a charter city has unless a power is expressly excluded by the charter, while other charters specify that a city may only authorize a power if expressly authorized by the charter. A city’s charter must be approved by the voters, as must any amendment to the charter.

There is no constitutional or statutory “list” of municipal affairs. Courts, not the Legislature, decide on a case-by-case basis what constitutes a municipal affair. However, what constitutes a municipal affair can change over time with changes in case law. Areas that the courts have said constitute municipal affairs include: the form of city government; local elections, including qualifications for office and public funding of campaigns; some aspects of zoning and land use; the process of contracting for public works; and the scope of authority related to fines, taxes and assessments.

A significant authority possessed by charter cities is the authority to impose a RPTT at an increased rate. A RPTT is a tax imposed on the deed, instrument, or writing by which interests in real property are transferred. Under the California Revenue and Taxation Code, general law cities may impose a RPTT of no more than \$.55 per \$1,000 of value on the property transferred (the County may also impose a RPTT equal to this rate). Pinole currently has a RPTT of the maximum allowed for general law cities of \$.55 per \$1,000 of value.

Charter cities are not subject to state law regarding RPTTs because RPTTs are deemed municipal affairs. As a result, charter cities may impose RPTTs at a rate higher than the maximum statutory rate of \$.55 per \$1,000. Many cities have adopted tiered RPTT rates, with higher rates for property valued at over a certain amount.

Below is a chart of the base RPTT rates applied in neighboring charter cities.

City	Tax (per thousand dollars)
Alameda	\$12.00
Albany	\$15.00
Berkeley	\$15.00
El Cerrito	\$12.00
Emeryville	\$12.00
Oakland	\$15.00
Piedmont	\$13.00

Richmond	\$7.00
San Leandro	\$11.00
Median	\$12.00

Over the last ten fiscal years, the City received an average of \$92,403 annually from the existing RPTT. Adjusting the RPTT rate to the median rate of \$12 per \$1,000 would have produced approximately \$2.0 million annually over the same period. The exact amount the City would receive can vary significantly from year-to-year based on changes in the real estate market. Additionally, if the City adopts an increased RPTT, the County will charge a 1-3% administrative fee in order to collect the tax on behalf of the City. Under state law and the California Constitution, cities cannot impose, increase or extend any tax unless the tax is approved by the voters. Accordingly, the increased RPTT would require a vote of the electorate.

B. Process of Becoming Charter City

Becoming a charter city requires approval by a majority of voters. The City Council may, on its own motion, propose a new charter and submit it directly to the voters for approval at the next established statewide general election. The City Council must vote to submit the proposed charter to the voters at least 88 days before the election. If the charter will include an increase to the RPTT a 4/5 vote of the City Council is required to approve moving forward with the Charter. Prior to approving submission of the charter to the voters, the City Council must hold at least two public hearings on the proposal of the charter and the content of the charter. There are special noticing requirements for these hearings. In order for the City Council to place a charter measure on the ballot for November 2024, the City would need to hold the first public hearing on a proposed charter in May 2024.

Based on direction from the City Council during the April 2 Council meeting, City staff has scheduled a public hearing to consider a draft charter for May 21, 2024. The notice is required to be published 21 days prior to the public hearing, which is why City staff published the notice prior to the May 7 meeting. In the event the City Council decides not to move forward with becoming a Charter City and enacting a RPTT, the planned public hearing will be canceled.

C. Fiscal Considerations

A new option for raising additional revenue in Pinole is an RPTT. The RPTT differs from most other municipal taxes in that it is paid only once, upon the sale of the property. In contrast, parcel taxes, sales taxes, business license taxes, utility user taxes, and other municipal taxes are paid on an ongoing basis.

RPTT revenue would be deposited into the City's General Fund and do not go to the County or State. Revenues generated by a RPTT would be controlled locally and be used to address local needs. As such, in recent years, a number of governments in California communities placed measures on the ballot increasing their RPTT. From 2010 to 2020, 20 RPTT measures appeared on the ballot from communities primarily in Los Angeles County and the San Francisco Bay Area region. All required majority approval from the voters to become law. Of the 20 placed on the ballot, 15 were passed by the voters.

It is important to note that revenues from RPTT are driven by the local real estate market. These revenues are volatile and can vary significantly from year to year, especially during an economic decline. The RPTT is more sensitive to economic cycles than other taxes such as property or sales taxes. While the revenue would be substantial, the City would need to carefully budget expenditures given its volatility. If a RPTT were enacted, the City would likely desire to create a policy to smooth expenditures funded by RPTT revenues.

II. LOCAL SALES AND USE TAX

A. Background

As part of its consideration for a potential ballot measure, the City Council directed staff to include in the polling an increase in the sales and use tax rate.

Sales tax is levied on the purchase of goods and some services and is charged as a percentage of the cost of a purchase. Sales tax can vary by jurisdiction. It is levied and collected by the seller at the point of sale, then remitted to the State and apportioned to the appropriate local agency.

Most sales taxes imposed by cities in California are general taxes, which means that the proceeds can be used for any municipal purpose. From 2008 to 2023, a total of 461 local sales tax measures were approved by voters. The highest number of sales tax measures were placed on the ballot in 2020. Of the 129 measures that year, 92 (71%) were approved.

Pinole's electorate approved a 0.5% local sales in November 2006 (Measure S 2006) and another 0.5% local sales tax in November 2014 (Measure S 2014) both of which have no sunset date.

The City currently imposes a 9.75% sales tax rate. Of the 9.75% sales tax, the City receives the standard 1% sales tax (known as the Bradley Burns Sales Tax) and a total of 1% from the existing local sales taxes. If the electorate passed an additional 0.5% sales tax measure, the tax rate would increase to 10.25%.

B. Fiscal Considerations

Sales tax is the City's largest general revenue generator and represents 37% of total General Fund revenues. Over the last five fiscal years, sales tax revenue has grown to over \$9 million with Bradley Burns Sales Tax generating a range of \$4.0 million to 4.4 million annually and each Measure S Sales Tax generating a range of \$2.1 million to \$2.5 million annually. An additional 0.5% sales tax would generate approximately \$2.5 million, consistent with the revenue generated by the existing 0.5% sales tax measures.

It is important to note that sales tax revenue would be deposited into the City's General Fund and does not go to the County or State. Revenues generated by a local sales and use tax would be controlled locally and be used to address local needs.

III. UTILITY USERS' TAX

A. Background

As part of its consideration for a potential ballot measure, the City Council directed staff to include in the polling the expansion of the Utility Users' Tax (UUT) levy to water utility.

Utility Users' Tax may be imposed by a local agency on the consumption of utility services, including (but not limited to) electricity, gas, water, sewer, telecommunications (including cell phone and long distance), sanitation, and cable television. The rate and use of the revenues are determined by the local agency. The tax is levied by the agency on the consumers of the utility services, which is collected by the utility service provider as part of its billing process, and then remitted to the agency imposing the tax.

Most UUT levies by cities in California are general taxes, which means that the proceeds can be used for any municipal purpose. From 2002 to 2020, there were 97 measures approved by voters to increase or adopt a new UUT.

Among cities in California, UUT rates range from 1% to 11% and the particular utilities to which the UUT is applied vary. The most common utilities on which a UUT is levied by cities are telephone, electricity, gas, cable television, and water.

The City of Pinole levies a UUT, amended in 2018, which imposes an 8% tax on the value of public utilities services consumed within City limits for electricity, gas, and telecommunications. The electorate initially passed a UUT in November 1998, extended it by eight years in November 2004, extended it by an additional eight years in November 2012, and ratified renewal of the UUT taxing authority in November 2018 by removing the sunset date.

B. Fiscal Considerations

The City's UUT is approximately 8% of total General Fund revenues. Over the last five fiscal years, the UUT has generated revenues ranging from \$1.8 million to \$2.3 million annually.

The annual average billing for Pinole customers for water utility service for the last three years was \$6.7 million. An 8% UUT levied on water utility would generate approximately \$540,000 annually. The additional revenues would be deposited into the City's General Fund.

IV. INITIAL COMMUNITY SURVEY RESULTS

A. Local Funding Viability

FM3 Research concluded its survey to gauge resident priorities, satisfaction with City services, and potential local funding options. A summary public report will be presented at the May 7th City Council meeting.

A randomly selected sample of 410 likely voters completed the survey, an excellent number for a community Pinole's size. Initial survey findings indicate a clear preference for a potential ½

cent General Purpose Sales Tax mechanism significantly, over two other mechanisms tested: a combination Charter/1.2% Real Property Transfer Tax measure, and an 8% Utility Users Tax measure. All tested measures required a simple majority for passage. The following table summarizes the results of the final (informed) test for all three of the potential tax measures.

Mechanism Tested (all simple majority requirement measures)	Final (informed) Test
½ cent Sales Tax	62% Yes
Charter/RPTT Measure	42% Yes
Utility Users Tax	31% Yes

B. Survey Highlights

- The City of Pinole's favorability ratings have increased from 52% to 57% since 2022.
- Satisfaction with the overall safety of the City has increased 4 points since 2022, to an 81% satisfaction level.
- Satisfaction in the overall condition of streets and roads has declined by 15 points, down to 51% from 66% in 2022
 - Sixty-one percent of respondents feel the City needs more funding specifically to maintain and improve Pinole's infrastructure.
- At the same time, bread/butter issues such as the cost of housing; food/groceries; and cost of living have each increased as areas of concern or importance.

Service priorities identified by respondents include the following:

- Providing safe, clean drinking water (89% *extremely/very important*)
- Maintaining 911 emergency response times (85% *extremely/very important*)
- Keeping public areas and parks healthy, safe, and clean (84% *extremely/very important*)
- Keeping funds local (83% *extremely/very important*)
- Maintaining fire protection and response (82% *extremely/very important*)
- Maintaining crime prevention programs (80% *extremely/very important*)

FISCAL IMPACT

If the City Council decides to proceed with pursuing a measure, there will be a fiscal impact related to preparing the placing the measure on the ballot. If the measure is approved by the voters, the additional revenue from the first year of the increased revenue will greatly exceed these costs. However, it is uncertain whether voters will approve the measure.

ATTACHMENTS

None



CITY COUNCIL REPORT

12.A.

DATE: MAY 7, 2024
TO: MAYOR AND COUNCIL MEMBERS
FROM: KAPIL AMIN, SUSTAINABILITY FELLOW
LILLY WHALEN, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: INTRODUCTION AND REVIEW OF THE PUBLIC REVIEW DRAFT CLIMATE ACTION AND ADAPTATION PLAN

RECOMMENDATION

Receive a presentation and provide direction

BACKGROUND

On October 19, 2021, the City Council adopted Resolution No. 2021-93, which declared a climate emergency, directed staff to complete a GHG emissions inventory, and directed staff to prepare a Climate Action and Adaptation Plan (CAAP) that includes GHG emission reduction goals that align with the State's GHG emission reduction goals of Senate Bill 32 and Executive Order B-55-18. Starting November 2021 through May 2024, **Table 1** below provides a month-by-month summary of activities in CAAP development.

Table 1: Month by Month Summary of CAAP Development

Year	Month	Activities
2021	November	• Staff solicited and negotiated informal quotes from three consulting firms • City Council approved a mid-year budget adjustment in the amount of \$160,000 to fund the GHG inventory and CAP
	December	• Staff reviewed proposals from three firms to conduct the GHG Inventory • Staff selected and executed a contract with CSG Consultants, with Rincon Consultants as a subconsultant, to perform the GHG Inventory at a cost of \$28,771
2022	January	• On January 13 City staff and the CSG/Rincon team met for the kickoff of the GHG inventory project. • On January 27 City staff and the CSG/Rincon team met to further discuss data for the Community Inventory and the Municipal Inventory with a focus on the data related to energy, solid waste,

water/wastewater, and employee commute patterns.

February

- On February 3 City staff circulated an employee commute survey to all Pinole City employees.
- On February 8 City staff and the CSG/Rincon team met to discuss draft findings, data sources, project status, schedule, and next steps.
- On February 18 staff released a Request for Proposals (RFP) to develop the [CAP](#).
- On February 23 staff and the CSG/Rincon team increased the initial inventory cost of \$28,771 by \$3,256 in order to include the most accurate data and calculations for Climate Action planning, which increased the total contract cost to \$32,027, with a total of \$127,973 budgeted funds available to support development of the CAP.
- Throughout the month, City staff and the CSG/Rincon team continued to communicate regularly regarding data sources to keep the project on schedule.

March

- On March 10 City staff and the CSG/Rincon team met to discuss the draft community emissions inventory and review the upcoming work tasks including the municipal inventory and forecast setting, which are expected in draft form in early April.
- On March 11 the City received a proposal from Rincon/CSG for CAP development.

April

- In April the community GHG emissions inventory, municipal GHG inventory and GHG emissions forecasts and provisional target report were completed by the CSG/Rincon Team, wrapping up the GHG inventory task item (total amount of contract: \$32,027).
- In April Staff negotiated CAAP development project details with Rincon and prepared a City Council staff report for contract approval.

May

- On May 3, 2022 the City Council approved contracting with Rincon and CSG Consultants for the development of the Climate Action and Adaptation Plan (total contract amount: \$184,808).
- Additionally, the Council authorized a partnership with Strategic Energy Innovations Inc., to participate in the Climate Corps program and receive a Sustainability Fellow for 10 months to support the CAAP development (\$48,500).

June

- During the month of June City staff and Rincon Inc. negotiated contracting details.

- On June 27, 2022 the contract with Rincon for development of the CAAP was executed.

July

- On July 19, the City kicked off the CAAP process with a coordination meeting between Community Development and consultants Rincon and CSG.
- Development of the outreach and engagement plan began.
- Connection was made between the Rincon/CSG team and the consultant team coordinating the Housing, Safety and Health & Environmental Justice Element for cross coordination efforts.
- Contract documents were finalized between the City and Strategic Energy Innovations Inc., (SEI) Climate Corps so that Pinole could host a Sustainability Fellow.

August

- Interviews with SEI Climate Corps candidates for the Sustainability Fellow position were conducted by City staff and a Fellow was selected to begin work in September 2022.
- A draft of the CAAP outline was developed.
- An evaluation of existing sustainability-related programs in the City began.

September

- Sustainability Fellow Kapil Amin began a 10-month assignment with Pinole on September 8, assisting with development of the CAAP in addition to other high priority sustainability initiatives.
- A [dedicated project website](#) was developed.
- Online sign-up link for interested community members to receive CAAP-related information (notification about upcoming community events, surveys or other participation options) was established and promoted.
- Community engagement survey was drafted.
- Initial community outreach materials were prepared.
- The public engaged with Sustainability Fellow regarding the CAAP at the Coastal Clean Up event.

October

- Began preparing a scenario planning and reduction analysis quantification tool and continued to draft GHG emissions reduction measures
- Began developing a community outreach plan and prepared outreach materials
- Reviewed and refined the community survey drafted in the first quarter of FY 2022/23
- Began to prepare a list of adaptation and waste measures
- Engaged with the public at the Dumpster Day event

- Updated the CAAP website

November

- Continued preparing provisional GHG emissions reduction and adaptation measures
- Finalized the community survey and prepared for survey launch
- Drafted and revised outreach materials such as a city-wide postcard and flyer
- Reviewed the draft Vulnerability Assessment prepared by the consultant team coordinating the Housing, Safety and Health & Environmental Justice Element
- Updated the CAAP website

December

- Continued drafting provisional greenhouse gas emission reduction and adaptation measures
- Finalized outreach strategy and mapping community outreach events
- Prepared and refined outreach materials such as the CAAP logo, postcard, PCTV materials
- Launched the community survey through many channels, including the Administrative Report, social media, a postcard, PCTV and the website
- Preliminarily reviewing survey results
- Reviewing the draft Vulnerability Assessment and summarizing necessary updates
- Updated the CAAP website

2023 January

- Prepared for first CAAP Workshop/Open House on January 26 by:
 - Designing and ordering CAAP seed paper pins for swag gifts, CAAP banners for publicity, CAAP tablecloth made from sustainable materials, custom print visioning, voting, Pinole climate information and schedule boards
 - Preparing and recording CAAP Open House promo video for social media, background/climate information video for Open House attendees/website
 - Designing and disseminating CAAP flyer with survey to CAAP email list, physical postings, social media, administrative report in addition to CAAP Open House Guide
- Hosted the first CAAP Hybrid Open House on January 26. Agency partners at the event included EBMUD, Republic Services, BayREN, 511 Contra Costa and MCE. Vegan food and drinks were provided, and there was a children's upcycling craft activity in addition to interactive Visioning and Voting boards
- Prepared preliminary greenhouse gas and adaptation measures

- Updated the CAAP website

February

- Extended the CAAP survey to February 23
- Created a CAAP Open House recap for social media, website and email list along with a scrapbook video with survey extension update
- Arranged a CAAP Open House City Hall display with surveys, postcards, seed paper pins, Visioning and Voting Board, schedule poster, and Pinole's climate info poster and communicated via normal communication channels about the display
- Conducted stakeholder interview polls to find best times for community focus group, civic focus group, and business groups
- Conducted outreach at the Pinole Farmer's Market
- Coordinated with Administration Department for Earth Month planning to align with CAAP sectors
- Closed the survey
- Began drafting CAAP document

March

- Conducted outreach at the Pinole Farmer's Market
- Gave CAAP presentation to Pinole Valley High School Earth Team
- Conducted stakeholder focus group interviews on March 20, 21 and 23
- Coordinated with Administration Department for Earth Month planning to align with CAAP sectors
- Reviewed survey responses from the community to understand perspectives and desires
- Updated preliminary greenhouse gas and adaptation measures based on feedback received from the community

April

- Reviewing, revision, and development of preliminary CAAP draft measures
- Initial planning of second community workshop
- Earth Month activities, promotion, education, and rebate in alignment with CAAP sectors
- Publicity of CAAP notifications signup and public review workshop at City of Pinole's Earth Walk
- Publicity of CAAP notifications signup and public review workshop at Farmer's Market

May

- Revision and development of CAAP measures
- Initial planning of public review workshop
- Key findings of CAAP survey results shared to social media and assembled into a future press release

- Publicity of CAAP notifications signup and public review workshop at Shoreline Festival in the City of Crockett

June

- Revision and development of CAAP measures
- Initial planning of public review workshop
- Publicity of CAAP notifications signup and public review workshop at City of Pinole Car Show
- Initial coordination with the County for a presentation/briefing to City Staff on CAAP background, how a CAAP may affect their duties and information to address public inquiries

July

- Review and revision of draft CAAP
- Coordination with County on CAAP presentation to City Staff

August

- Refinement of draft CAAP for Staff review
- Internal staff meetings with key personnel in each Department to review and refine preliminary greenhouse gas and adaptation measures and action in advance of public review
- County presentation to City Staff on background of CAAP and future policy changes

September

- Finalize the draft CAAP measures and actions for public review
- Finalize community workshop design and create outreach materials
- Promote community workshop

October

- Community workshop planning and materials preparation
- In-person and digital promotion of community workshop
- Hosted community workshops on October 26 in multiple locations in the City (Library, Senior Center, City Hall), in addition to online-options
- CAAP website updates

November

- Two digital versions of carbon bucks game made available
- Publicity of digital versions of community workshop
- Preparation of public review draft

December

- Review and revision of public review draft chapters
- Presentation at County Sustainability Exchange on Climate Action Planning

2024 January

- Review and revision of public review draft
- Tribal consultation requests sent by letter and email
- CAAP partner confirmations and feedback collection by email/meetings

February

- Review and revision of public review draft
- CAAP partner confirmations and feedback collection by email/meetings

March

- Review and revision of public review draft
- CAAP partner confirmations and feedback collection by email/meetings

April

- Review and revision of public review draft
- Tribal consultation with Lisjan Nation
- CAAP partner confirmations and feedback collection by email/meetings
- Created a new [project page on Pinole Speaks](#) to collect public input on public review draft of CAAP
- Public review draft of CAAP released April 19
- Publicity of public review draft CAAP at City of Pinole's Earth Walk

May

- Public meeting to review public review draft - May 7

REVIEW AND ANALYSIS

The [draft CAAP](#), released for public review on April 19, contains programs committed to reducing greenhouse gas (GHG) emissions, preparing the community for the impacts of climate change, improving the quality of life, and enhancing economic vitality. Specifically, Pinole's CAAP aims to support the City's "fair share" towards reducing greenhouse gas (GHG) emissions. It is designed to help Pinole achieve California's goals outlined in Senate Bill (SB) 32, which requires the state to reduce GHG emissions 40 percent below 1990 levels, as well as make substantial progress towards carbon neutrality in support of Assembly Bill (AB) 1279, which requires California to achieve "net zero greenhouse gas emissions" as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. The CAAP is consistent with the California Environmental Quality Act (CEQA) requirements outlined in Section 15183.5(b), includes a framework for implementation, monitoring emission reduction activities, and further promotes community resilience and adaptation.

The CAAP further serves as a Qualified Climate Action Plan through which the City can streamline the environmental review process of GHG emissions generated from future development projects. This can save time and money while simultaneously spurring emissions

reductions and promoting sustainable economic growth and prosperity.

It should be noted that further CEQA (California Environmental Quality Act) documentation is forthcoming, including Appendix C (Measure Substantial Evidence), Appendix D: (CEQA Documentation) and Appendix E (CEQA GHG Emissions Thresholds and Guidance). This documentation will be published for public review following public review of the CAAP document, and prior to City Council taking formal action to adopt the CAAP.

The public review period for the CAAP will run from April 19 through May 20. The purpose of this item on May 7 is to provide an opportunity for Staff and the City's consultant, Rincon, to present the CAAP to the community, solicit feedback, and for the Council to provide any direction. Staff will then incorporate feedback from the community and the Council, and release the final CAAP including all environmental documentation, for public review. Depending on the level of feedback and direction provided, Staff will return in June or July for Council formal adoption of the CAAP and CEQA certification.

FISCAL IMPACT

There is no fiscal impact associated with the introduction and review of the public review draft CAAP. Individual programs in the CAAP will each have a fiscal impact, which will be alleviated to a certain extent through actively seeking grant funding to support both administrative and individual program costs. As indicated in the CAAP, additional staffing is required to carry out the actions in the CAAP.

ATTACHMENTS

- A. Public Review Draft CAAP

City of Pinole
Climate Action
and Adaptation

Plan

Public Review Draft
April 2024



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Land Acknowledgement



We would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.



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Project Acknowledgements

This Climate Action and Adaptation Plan was a collaborative effort between City staff from all departments and could not have been possible without the input and engagement from the Pinole Community. Thank you!

Pinole Residents, Businesses, and other Community Partners

City Team

Lilly Whalen, Community Development Director

Kapil Amin, Sustainability Fellow

Fiona Epps, Assistant to the City Manager/Public Information Officer

Dave Snell, Pinole Community TV Coordinator

Sanjay Mishra, Public Works Director

Misha Dhillon, Capital Improvement & Environmental Program Manager

Joe Bingaman, Public Works Manager

Josh Binder, Plant Manager

Jeremy Rogers, Community Services Director

Maria Picazo, Acting Community Services Director

Consultants

Rincon Consultants, Inc.

CSG Consultants



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Project Partners

The City of Pinole would like to thank the following partners for their support and partnership to achieve the goals set forth in this Plan:

- 511 Contra Costa
- Bay Front Chamber of Commerce
- Contra Costa College
- Contra Costa County Green Business Program
- Cool the Earth
- Contra Costa County Department of Conservation and Development
- East Bay Economic Development Alliance
- East Bay Municipal Utility District
- Food Banks of Contra Costa and Solano
- Friends of Pinole Creek Watershed
- Kitchen@812
- Marin Clean Energy
- Pinole Artisans
- Pinole Garden Club
- Pinole Library
- Pinole Valley High School
- Pinole Valley High School Earth Team
- RecycleMore
- Republic Services
- Rethink Disposables
- Rising Sun
- SF Bay Conservation and Development Commission
- Sustainable Contra Costa
- West Contra Costa Fire Safe Council
- WestCAT
- Workforce Development Board of Contra Costa County



Friends of Pinole Creek Watershed



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Purpose of this Plan

This Climate Action and Adaptation Plan (CAAP) aims to support Pinole's "fair share" towards reducing greenhouse gas (GHG) emissions. It is designed to help Pinole achieve California's goals outlined in Senate Bill (SB) 32, which requires the state to reduce GHG emissions 40 percent below 1990 levels, as well as make substantial progress towards carbon neutrality in support of Assembly Bill (AB) 1279, which requires California to achieve "net zero greenhouse gas emissions" as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. The CAAP is consistent with the California Environmental Quality Act (CEQA) requirements outlined in Section 15183.5(b), includes a framework for implementation, monitoring emission reduction activities, and further promotes community resilience and adaptation. This CAAP is consistent with the criteria set forth in CEQA Guidelines Section 15183.5(b) as outlined below:

1. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area (See Chapter 2).
2. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable (See Chapter 2).
3. Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area (See Chapter 2).
4. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level (See Chapter 3 and Appendix C).
5. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels (See Chapter 5).
6. Be adopted in a public process following environmental review (See Appendix D).

This CAAP serves as a Qualified Climate Action Plan for which the City can streamline the environmental review process of GHG emissions generated from future projects. In turn, this can save time and money during the environmental review process while simultaneously spurring emissions reductions and promoting sustainable, economic growth and prosperity.

1. "Fair share" is considered what a country's total contribution would need to be to make a fair contribution to implementing the Paris agreement. This is interpolated to the City level for the purpose of regional climate action planning. (Climate Action Tracker n.d.)
<https://climateactiontracker.org/methodology/cat-rating-methodology/fair-share/>
https://www2.arb.ca.gov/sites/default/files/barcu/regact/2023/small_container_2023/isor.pdf



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Glossary of Terms

Term	Definition
Active Transportation	A means of transportation that is powered by human energy, for example walking or biking.
Adaptation	The process of adjusting to actual or expected climate and its effects (e.g., reducing urban heat island effect by planting shade trees in parking lots or installing “green infrastructure” around buildings to manage storm water). In human systems, adaptation seeks to moderate or avoid harm and exploit beneficial opportunities for positive outcomes.
Adjusted Forecast	Several federal and state regulations have been enacted that would reduce Pinole’s GHG emissions in 2030, 2035, 2040, and 2045. The impact of these regulations was quantified and incorporated into the adjusted forecast to project future emissions growth and the responsibility of the City and community once established state regulations have been implemented. The adjusted forecast additionally includes GHG emissions reductions from the City’s switch from Pacific Gas and Electric (PG&E)-provided electricity to Marin Clean Energy (MCE)-provided electricity in 2018. MCE is a community choice aggregation (CCA) in Contra Costa County, which provides lower-emissions electricity options to Pinole.
Anthropogenic	Made by people or resulting from human activities; usually used in the context of emissions that are produced because of human activities.
Atmosphere	The envelope of gases surrounding the Earth; the gases that make up the atmosphere primarily include nitrogen (78%) and oxygen (21%), as well as argon, helium, carbon dioxide, methane, and water vapor in trace amounts.
Backup Power	Any device that provides instantaneous uninterruptible power, for example, a battery or generator.
Business as Usual Forecast	Provides an estimate of how GHG emissions would change in the forecast years if existing action continued as in 2017, absent any new regulations or actions which would reduce local GHG emissions.
CALGreen	An abbreviated reference to the California Green Building Standards code, which sets minimum requirements for sustainable practices for construction (residential and commercial) projects throughout the state. It is updated every three years in accordance with the building cycle.
CALGreen Tier 1 & 2	Requirements beyond the mandatory measures laid out by CALGreen: Tier 1 adds additional requirements to the mandatory sustainability requirements, and Tier 2 further increases those sustainability requirements.
CalRecycle	Agency that administers and provides oversight for all of California’s state-managed non-hazardous waste handling and recycling programs.
California Air Resources Board (CARB)	The lead agency for climate change programs that also oversees all air pollution control efforts in California to attain and maintain health-based air quality standards
California Building Standards Commission (CBSC)	The CBSC is charged with administering California’s building code adoption process, coordinating, and managing the model code adoption process for state agencies, and reviewing and approving building standards adopted by state agencies, among other duties.
Carbon-free Energy	Energy produced by a resource that generates no carbon emissions, for example, wind power.
Carbon-neutrality/Net-Zero Emissions	Balancing anthropomorphically generated emissions out by removing GHGs from the atmosphere in a process known as carbon sequestration.
Carbon sequestration	The long-term storage or capture of carbon dioxide and other forms of carbon from the atmosphere through biological, chemical, and physical processes.

Term	Definition
California Environmental Quality Act (CEQA)	1970 California statute requiring state and local agencies within California to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts.
Climate Hazard	A potential occurrence of climate related physical events or trends that may cause damage and loss.
CH ₄	Methane, a hydrocarbon that is a greenhouse gas produced through anaerobic (without oxygen) decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.
Climate	The average of weather patterns over a long period of time (usually 30 or more years).
Climate Change	A change in the average conditions — such as temperature and rainfall — in a region over a long period of time.
Community Based Organization (CBO)	A public or private nonprofit organization that is representative of the community or specific segments of a community and provides educational or outreach services to the community.
Complete Streets	Designed and operated to enable safe use and support mobility for all users. Complete Streets approaches address a range of elements including sidewalks, bicycle lanes, bus lanes, public transportation stops, and median islands.
Carbon dioxide (CO ₂)	A naturally occurring gas and a by-product of burning fossil fuels and biomass, as well as land-use changes and other industrial processes.
Carbon dioxide equivalent (CO ₂ e)	A metric measure used to compare the emissions from various greenhouse gases based upon their GWP.
Decarbonization	Reduction or elimination of carbon dioxide emissions from a process such as manufacturing or the production of energy.
Disadvantaged and Vulnerable Communities	Areas which suffer disproportionately from a combination of economic, health, and environmental burdens (e.g., poverty, high unemployment, air and water pollution, presence of hazardous wastes, as well as higher rates of asthma and heart disease).
Distributed Energy Resources (DERs)	Small-scale electricity demand or supply resources that are interconnected to the electric grid, and usually located close to load centers where they can be used individually or in aggregate to support the grid
Electrification	The conversion of a machine or system to the use of electrical power (e.g., switching from natural gas to electricity to power appliances).
Emissions	The release of a substance (usually a gas when referring to the subject of climate change) into the atmosphere.
Environmental Justice	The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
Electric Vehicle (EV)	A vehicle that uses one or more electric motors or traction motors for propulsion.
Energy Storage	Provides frequency regulation to maintain balance between the network's load and detected power generated, achieving more reliable power supplies. Batteries are an example of energy storage.
Fossil Fuel	A general term for fuel formed from decayed plants and animals that have been converted to crude oil, coal, natural gas, or heavy oils by exposure to heat and pressure in the Earth's crust.
Greenhouse Gas (GHG)	A gas that absorbs infrared radiation, traps heat in the atmosphere, and contributes to the greenhouse effect.
Global Warming Potential (GWP)	Total contribution to global warming resulting from the emission of one unit of that gas relative to one unit of the reference gas, carbon dioxide, which is assigned a value of 1.
Greywater	Domestic wastewater generated in households or office buildings from streams such as sinks, showers, baths, washing machines or dishwashers.

Term	Definition
High-road jobs	High-road jobs provide family supporting wages, benefits, safe working conditions, fair scheduling practices, and transparent career advancement opportunities; recognize workers' experience and knowledge to inform job structures/descriptions and quality; take a systematic approach to generating greater opportunity for those who have been left out of the mainstream economy, are under-represented in high-wage occupations and industries, and/or face multiple barriers to quality in employment; and address issues related to environmental sustainability, particularly climate change, given the serious implications that climate change has for California's economy and the disproportionate impacts of climate change on low-income communities and communities of color.
Local Governments for Sustainability (ICLEI)	A global network of more than 1,750 local and regional governments committed to sustainable urban development – emissions estimates were calculated using ICLEI's best available methodologies
Intergovernmental Panel on Climate Change (IPCC)	The United Nations body for assessing the science related to climate change
Metric Tons (MT)	Common international measurement for the quantity of greenhouse gas emissions – one metric ton is equal to 2205 pounds or 1.1 short tons.
Metric tons carbon dioxide equivalent (MT CO ₂ e)	Metric/unit that GHG emissions are reported per standard practice; when dealing with an array of emissions, the gases are converted to their carbon dioxide equivalents for comparison purposes.
Microgrid	A group of interconnected loads and distributed energy resources that act as a single controllable entity in respect to the grid. A microgrid can operate in 'island mode' and disconnect from the grid or operate while connection to the grid.
Mitigation	Reducing GHG emissions (e.g., by reducing fossil fuels used in energy and transportation, reducing waste generated, and reducing water use).
Mode Shift	Changing from one form of transportation to another, specifically, switching from traveling via car to traveling via bicycle or public transport.
Nitrous Oxide (N ₂ O)	A powerful GHG with a high global warming potential; major sources of nitrous oxide include soil cultivation practices, especially the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning.
Organic Material	Natural or organic materials, for example food scraps and yard waste.
Photovoltaic (PV)	Relates to the production of electric current at the junction of two substances exposed to light (e.g. solar energy).
Qualified GHG Reduction Plan	A plan that accommodates growth in a manner that does not hinder the state's ability to reach further emission reduction goals and specifically complies with the requirements of CEQA Section 15183.5(b).
Quantified Reduction Measure or Action	A quantified measure or action has an associated calculation that estimates the GHG reductions associated with the measure/action. Quantified measures are summed to show the total reduction expected by implementing the CAAP.
Representative Concentration Pathway (RCP)	Greenhouse gas concentration trajectory scenarios adopted by the IPCC.
Reach Code	A building code which requires a higher level of energy efficiency than the standard statewide code. Reach codes are allowed and encouraged under Title 24.
Remodels/ Alterations	A building update that changes the exterior detail of a structure, but not its basic shape or size.
Renewable Energy	Energy derived from natural sources that are replenished at a higher rate than they are consumed (e.g., wind, biomass).
Resilience	Ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate.
Resilience Center	Physical spaces that provide shelter and resources during climate and other emergencies, as well as year-round services and programming that strengthen community connections and ability to withstand disasters

Term	Definition
Senate Bill (SB) 32	The California Senate bill that was codified in 2016 and requires there be a reduction in GHG emissions to 40% below 1990 levels by 2030.
Senate Bill (SB) 1383	California's Short-Lived Climate Pollutant Reduction Strategy, which sets statewide targets to reduce compostable materials in landfills by 75 percent by 2025, and to rescue at least 20 percent of edible food currently disposed for human consumption by 2025.
Sequestration	The storage of carbon in plants or materials so that it cannot enter the atmosphere and cause additional warming.
Social Equity	All people having equal access to and influence on the resources and benefits of society.
Supportive Measure or Action	One which has not been quantified and does not provide a direct or easily quantified GHG reduction; however, these measures are expected to contribute to overall GHG reductions and/or provide co-benefits.
Transportation Demand Management (TDM)	Transportation Demand Management focuses on how people make their transportation decisions, and facilitates greater usage of infrastructure for transit, ridesharing, walking, biking, and telework.
Vehicle Miles Traveled (VMT)	VMT is the amount of total miles traveled by motor vehicle that are generated over a population over a given timeframe (e.g., one year)
Very High Fire Hazard Severity Zone (VHFHSZ)	Fire Hazard Severity Zone maps are developed using a science-based and field-tested model that assigns hazard score based on factors that influence a fire's behavior and likelihood. VHFHSZ is the highest level of severity for Fire Hazard Severity Zones, according to the State Fire Marshall.
Weather	The state of the atmosphere over a short period of time (usually an hour or day), describing if it is hot or cold, wet or dry, calm or stormy, clear or cloudy, etc.
Zero-Emissions-Vehicle (ZEV)	A vehicle that never emits exhaust gas from the onboard source of power.
Zero Waste	The conservation of all resources by means of responsible production, consumption, reuse, and recovery of materials and packaging, without burning, and with no discharges to land, water, or air that threaten human health.

Acronyms and Abbreviations

Acronym/Abbreviation	Term
AB	Assembly Bill
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BAU	Business-as-usual
BayREN	Bay Area Regional Energy Network
BCDC	Bay Conservation and Development Commission
C&D	Construction & Demolition
CAAP	Climate Action and Adaptation Plan
CAPDash	Climate Action Planning Dashboard
CARB	California Air Resources Board
CARE	California Alternate Rates for Energy
CBSC	California Building Standards Commission
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	Methane
CBO	Community Based Organization
CORE	Clean Off-Road Equipment Voucher Incentive Project
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
DOE	Department of Energy
EBMUD	East Bay Municipal Utility District
EPLAN	Community Outreach and Engagement Plan
EV	Electric Vehicle
ESCO	Energy Service Companies
ESPC	Energy Savings Performance Contracting
FEMA	Federal Emergency Management Agency
FERA	Family Electric Rate Assistance
FOPCW	Friends of Pinole Creek Watershed

Acronym/Abbreviation	Term
GHG	Greenhouse Gas
GWP	Global Warming Potential
HMP	Hazard Mitigation Plan
HVAC	Heating, Ventilation, and Air Conditioning
ICLEI	Local Governments for Sustainability
IPCC	Intergovernmental Panel on Climate Change
kWh	Kilowatt hour
LHMP	Local Hazard Mitigation Plan
MCE	Marin Clean Energy
MERV	Minimum Efficiency Reporting Values
MOU	Memorandum of Understanding
MTC	Metropolitan Transportation Commission
MT	Metric Tons
MT CO ₂ e	Metric tons carbon dioxide equivalent
NASA	National Aeronautics and Space Administration
NOAA	National Oceanic and Atmospheric Administration
N ₂ O	Nitrous Oxide
PCTV	Pinole Community Television
PG&E	Pacific Gas & Electric
PV	Photovoltaic
RCP	Representative Concentration Pathway
RHNA	Regional Housing Needs Allocation
RPS	Renewable Portfolio Standard
SB	Senate Bill
T&D	Transmission and Distribution
TDM	Transportation Demand Management
USGBC	U.S. Green Building Council
VMT	Vehicle Miles Traveled
VHFHSZ	Very High Fire Hazard Severity Zone
WWTP	Wastewater Treatment Plant
WestCAT	Western Contra Costa Transit
ZEV	Zero-Emissions-Vehicle

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Appendices

Appendix A: Inventory, Forecast, and Targets

Appendix B: Regulatory Background

Appendix C: ¹ Measure Substantial Evidence

Appendix D: ¹ CEQA Documentation

Appendix E: ¹ CEQA GHG Emissions Thresholds
and Guidance

1. Appendices C, D, and E are forthcoming.

Introduction

"Pinole the little City that could; can be a guiding light for the region."

– Pinole Community Member





Overview of Pinole

The City of Pinole is in the San Francisco Bay Area, on the shores of San Pablo Bay in West Contra Costa County. Interstate-80 (I-80), which traverses the City, connects the San Francisco/Oakland metropolitan area with Sacramento and beyond. The City of Pinole has a land area of more than four square miles; much of the land has gently rolling hills with steeper hills paralleling the north and south. The elevation in the City ranges from sea level² to 500 feet above sea level. Pinole's existing land use pattern is generally a mix of residential neighborhoods and commercial and business centers combined with parks and open spaces.³

Our community is diverse, with approximately 26 percent of the population identifying as Hispanic or Latino, over 24 percent identifying as Asian, and nearly 12 percent identifying as Black or African American. Additionally, approximately 37 percent of the population

identified as White, which is significantly less than the County (approximately 63 percent) and San Francisco (approximately 42 percent).⁴ In Pinole, the average commute time is higher than the national average of 26.8 minutes and approximately 8 percent of the City's workforce have "super commutes," which are more than 90 minutes (see Figure 1). For City staff, the average commute time is anticipated to be similar, with an average one-way trip of 21.1 miles, based on an employee commute survey that was completed as part of the GHG emissions inventory (Appendix A). Energy (natural gas and electricity) is provided by Pacific Gas & Electric (PG&E); water is provided to the City by East Bay Municipal Utilities District; and wastewater is treated by the Pinole-Hercules Treatment Plant and the West County Wastewater Treatment Plant. Waste in the City is managed by Republic Services, which picks up landfill waste, recyclables, and organic waste at residences and businesses throughout the community.

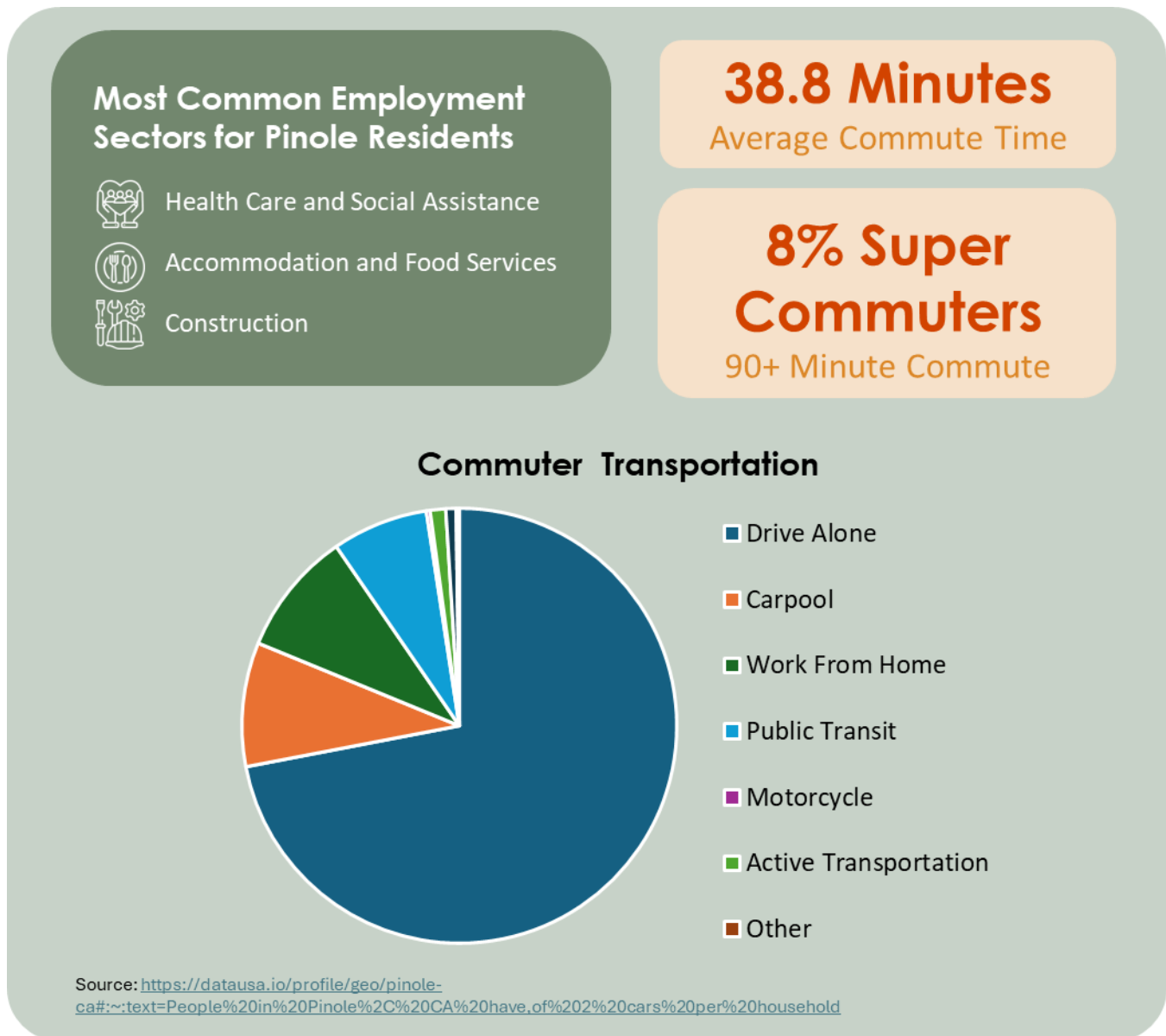
2. https://www.ci.pinole.ca.us/residents/visit_pinole

3. https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Planning/General%20Plan/City_of_Pinole_General_Plan_12.2010-Chapter1.pdf

4. https://www.ci.pinole.ca.us/residents/visit_pinole
https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Planning/General%20Plan/City_of_Pinole_General_Plan_12.2010-Chapter1.pdf



Figure 1 Pinole Employment and Commuter Statistics



Purpose of the CAAP

The primary purpose of the City of Pinole's Climate Action and Adaptation Plan (CAAP) is to chart a clear path to reduce greenhouse gas (GHG) emissions and become more resilient to our changing climate. The City recognizes the need for comprehensive, fiscally responsible solutions while employing actionable, measurable, and time-bound metrics to gauge its success. The CAAP is founded on a thorough analysis of communitywide systems, including an updated GHG emissions inventory (2017) and social vulnerability assessment, and builds upon the City's existing sustainability efforts (discussed below under *Legislative History and Past Climate Action in Pinole* and summarized in Figure 5) to establish a series of measures and actions that guide the City towards long-term GHG emissions reduction and resilience goals. The results of the updated GHG emissions inventory are included in Chapter 2 and the climate vulnerabilities are discussed in Chapter 4, with more technical details on the emissions quantification provided in Appendix A.



This CAAP is Pinole's roadmap to achieving the City's goal of 40 percent below 1990 levels by 2030 and demonstrates substantial progress towards achieving carbon neutrality by 2045. The CAAP also includes a framework for implementation and monitoring emission reduction activities, and further promotes adaptation and resilience of the community. The plan is intended to be a qualified climate action plan and meets the requirements of the CEQA Section 15183.5(b).

CAAP Vision

Climate change and its associated impacts are real and are already being felt locally. Projections indicate that these effects will only intensify in the current century unless there is a global effort to bring about significant change and reduce GHG emissions collectively (see Chapter 4 for a summary of future climate impacts in the City). Therefore, this CAAP seeks to promote policies and practices that safeguard the environment, enhance the quality of life for residents in Pinole, include equity in decision-making processes, strengthen the local economy, and continue to reduce the City's emissions in line with California's goals while improving our ability to adapt to the changing climate. To achieve these goals, the plan provides a set of measures for Pinole to mitigate emissions and adapt to climate change risks, establish a more resilient community, and lead the way toward a more sustainable future. The key components of a sustainable future include:

- **Reducing Greenhouse Gas Emissions:** Fostering renewable energy sources, implementing innovative green technologies, sustainable urban planning, and thoughtful, realistic alignment with the state's goals to reach carbon neutrality by 2045.

- **Adapting to Climate Change:** Developing resilient infrastructure, implementing effective resource conservation and management strategies, enhancing early warning systems, and prioritizing the conservation and restoration of ecosystems to bolster natural climate resilience.
- **Social Equity:** Protecting the most vulnerable from the impacts of climate change, including small and/or minority-owned businesses and disadvantaged communities that are most affected by a combination of economic, health, and environmental burdens, to create a healthier and more resilient City.
- **Economic Resilience:** Enhancing the City's ability to withstand unpredictable climate emergencies, supporting reliable and affordable utilities, creating clean energy jobs, and promoting resource conservation.
- **High-Quality of Life:** Improving the overall quality of life for all community members by fostering a shared and collaborative civic identity that prioritizes sustainability, safety, security, and diversity.
- **Community Involvement:** Encouraging all Pinole residents, business owners, and interested parties to actively participate in the climate planning process, providing an opportunity for those interested and invested to influence decision-making in the City. The collective goal is to engage in activities that minimize potential environmental, social, and economic impacts of climate change.
- **Collaborative Partnerships:** Collaborating with interested parties who can support others in the community in making science-guided decisions aimed at reducing emissions while creating a more sustainable, resilient, and equitable community.

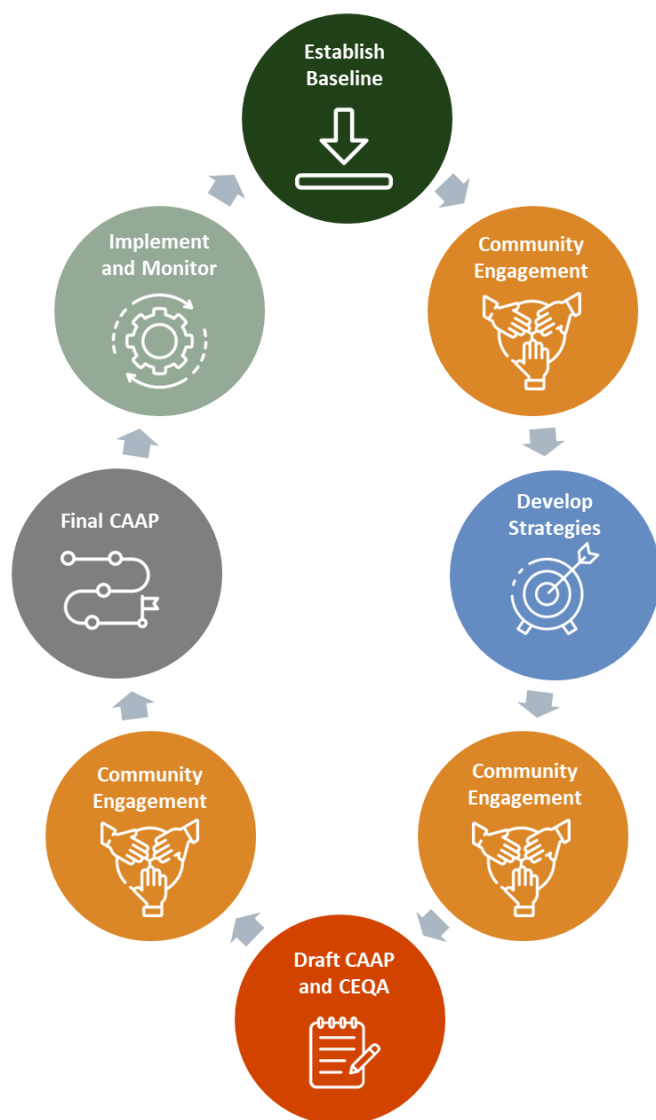
CAAP Development Process

The CAAP was thoughtfully crafted through inclusive partnerships that involved collaboration with the community members, interested parties, utility providers, and others, led by the City of Pinole. A diagram of the CAAP development process is shown in Figure 2. On October 19th, 2021, the City Council adopted a resolution that declared a Climate Emergency. This resolution

acknowledges the disastrous effects that climate change threatens to have on the City's public health, economy, infrastructure, and overall well-being. The CAAP is designed to reduce these effects and prepare the community for flooding, sea level rise, water scarcity, extreme heat events, and wildfires.

As part of the CAAP development process the City completed a Community Outreach and Engagement Plan (EPLAN) to guide the community engagement process to garner significant feedback from the City's diverse communities in the development of the plan. As part of the EPLAN, community outreach materials were provided in English as well as Spanish, Tagalog, and traditional Chinese, upon request, to provide easy access to residents and community groups.

Figure 2 CAAP Development Process



Inclusive Engagement

The CAAP development process began as the world emerged from the COVID-19 pandemic, which amplified our need to act now on climate action, recognizing the interconnected challenges posed by both crises. The pandemic also illuminated how disasters disproportionately affect disadvantaged and vulnerable communities.⁵ On the other hand, the global response to the pandemic demonstrated how it's possible to work together to solve the problems that impact us all. We believe that it is critical that we collectively build a resilient future that we are proud of with cleaner air, weatherized homes and businesses, safer public spaces, secure jobs, and reliable, consistent access to resources. Therefore, inclusive engagement was instrumental in the development of this CAAP so that the voices of the community are reflected in our long-range plan.

5. According to the California Public Utilities Commission (CPUC), disadvantaged communities "are areas which suffer disproportionately from a combination of economic, health, and environmental burdens (e.g., poverty, high unemployment, air and water pollution, presence of hazardous wastes, as well as higher rates of asthma and heart disease)." <https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/infrastructure/disadvantaged-communities#:~:text=Disadvantaged%20communities%20refers%20to%20the,of%20asthma%20and%20heart%20disease.>



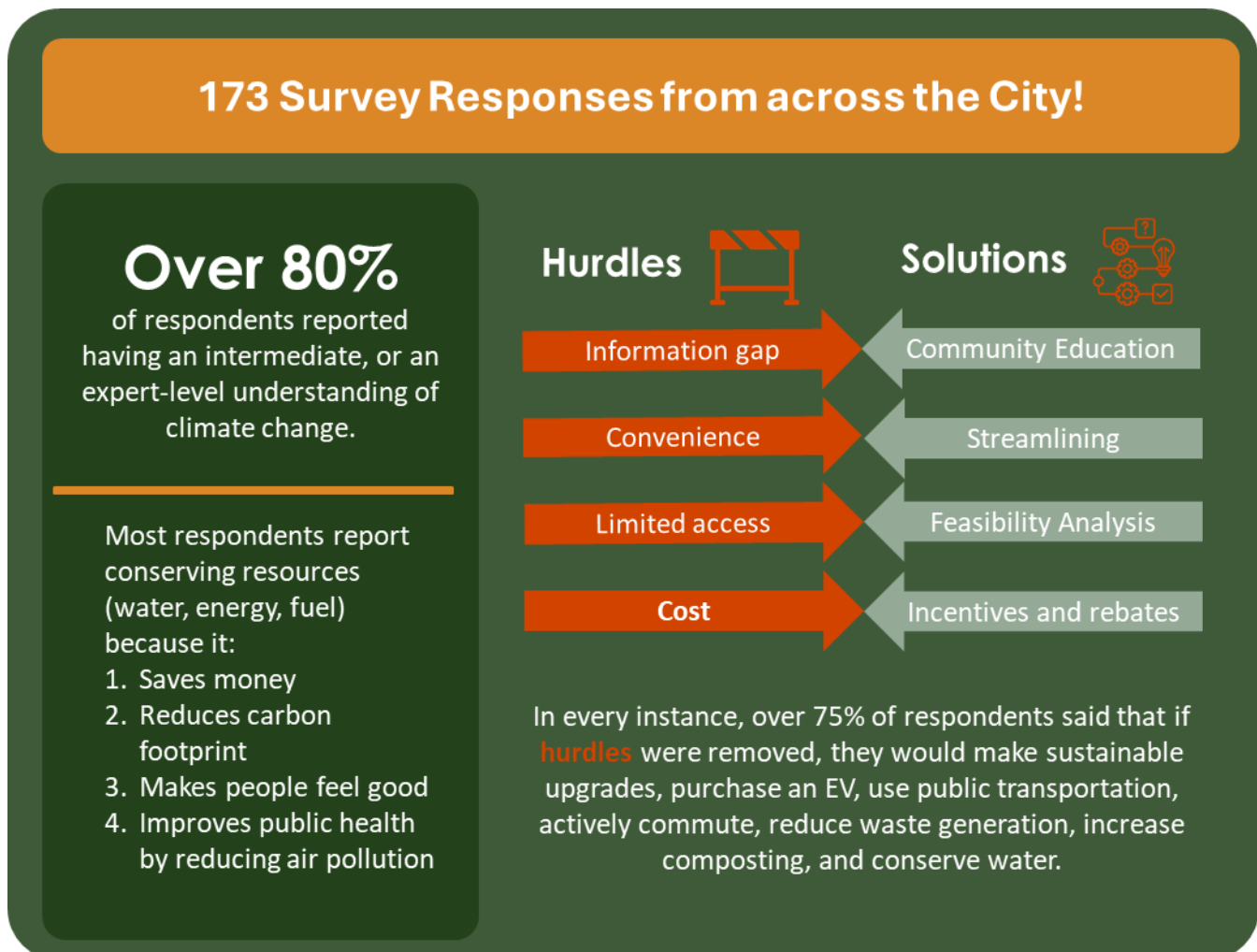
City of Pinole Climate Action and Adaptation Plan (CAAP)

To launch the inclusive engagement process that informed the development of the CAAP, two surveys were released on the City's website (full and mini versions to accommodate people's availability). Survey responses were provided by residents, employees, business owners, landlords, landowners, Civic Leaders, residents who live in Contra Costa County, and employees who work in Contra Costa County. Key survey results are summarized in Figure 3.

In tandem, the City hosted an Open House event where the main hall of the Senior Center was transformed into a climate action think tank. These activities launched a year-long outreach campaign that included participation in community events (e.g., Community Pop-up

at the City's Coastal Cleanup event), development and maintenance of a CAAP webpage, development and coordination of outreach materials, and release of the City of Pinole Strategy Prioritization game. During the first Open House event and survey, information was collected on the community's top priorities related to climate action, the associated co-benefits, and the vision for a more sustainable and resilient City. During the CAAP development process, we straddled the digital divide by providing both in-person and virtual options at various times, days of the week, and locations throughout the City, including events that invited families to participate with inclusive activities for youth to participate. Additionally, public agencies from

Figure 3 Summarized Survey Results





City of Pinole Climate Action and Adaptation Plan (CAAP)

different sectors were present to introduce the community to the types of measures and actions that may be seen in the CAAP.

Table 1 and Figure 4 detail the outreach events and the locations in which they occurred. As part of the CAAP campaign, a logo was developed, as well as campaign materials that were dispersed and used throughout the City. Postcards were mailed to every household in Pinole, and we hosted the City's first Earth Month that was planned around the CAAP sectors.

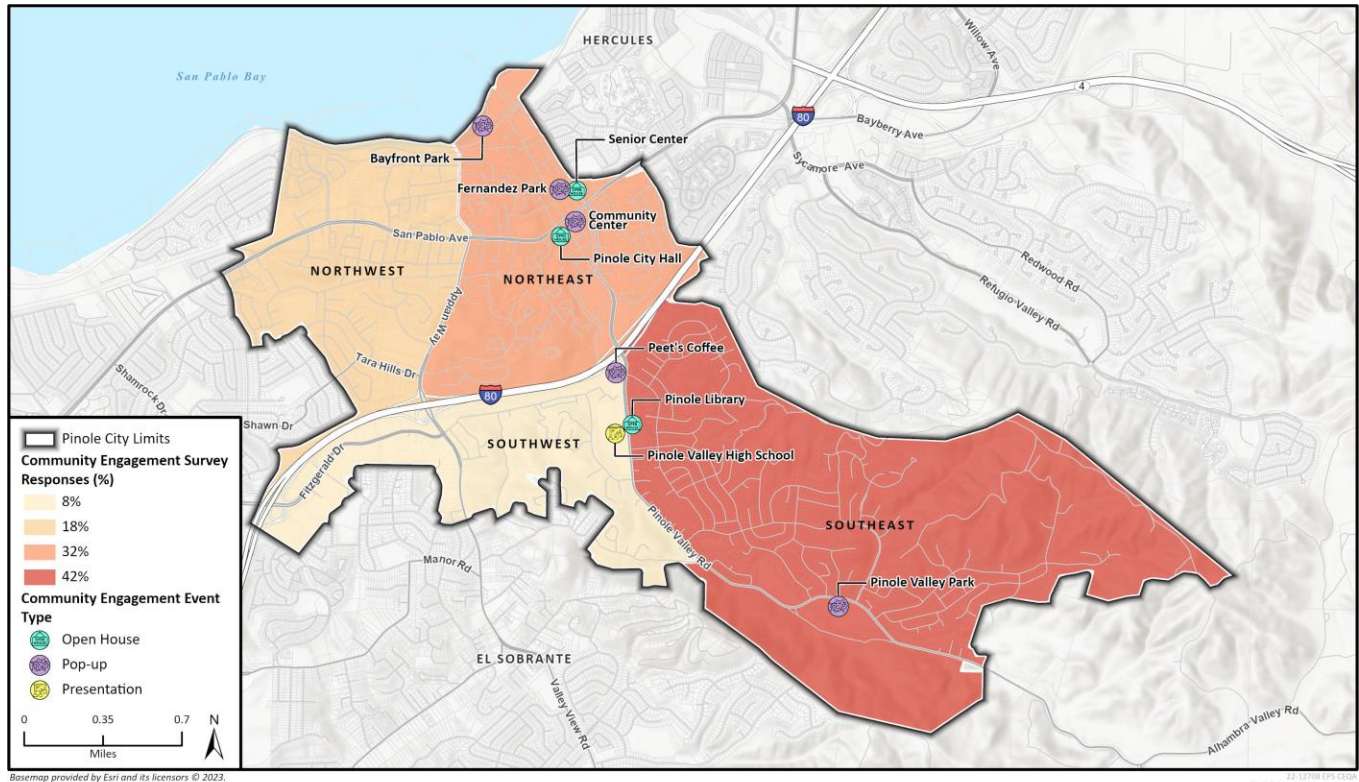
In addition to the community engagement that took place throughout the CAAP development process, the City also met internally multiple

times with staff from each department (e.g., City Manager's Office, Community Development, Community Services, Public Works, and Police Department) to identify any additional opportunities, establish the timeline and lead departments for implementation, and confirm that all initiatives were realistic and implementable in the long-term. Additionally, Pinole hosted the County's Sustainability Coordinator to talk specifically about the CAAP from a City staff perspective.

Table 1 CAAP-Related Community Outreach and Engagement

Event	Purpose	Location
Coastal Clean-up Day 2022	Introduce Plan/ Register CAAP subscribers	Bayfront Park
Dumpster Day 2022	Introduce Plan/ Register CAAP subscribers	Pinole Valley Park
National Night Out 2022	Introduce Plan/ Register CAAP subscribers	Fernandez Park
Survey	Receive preliminary feedback on areas of interest and potential hurdles for climate initiatives	Online
Community Open House	Introduce Plan	Senior Center
Farmer's Market	Gather public feedback to inform draft measures	Community Corner
Earth Team presentation	Introduce CAAP and its purpose to Earth Team	Pinole Valley High School
Stakeholder Interviews	Gathering feedback to inform the Plan from Civic, Business, and Community Focus Groups	Virtual
Earth Walk	Register subscribers and publicize workshop	Fernandez Park
Crockett's Shoreline Festival	Register subscribers and publicize workshop	City of Crockett
Pinole Car Show	Register subscribers and publicize workshop	Fernandez Park
Dumpster Day 2023	Publicize workshop	Pinole Valley Park
Earth Team presentation	Publicize workshop and CAAP information	Pinole Valley High School
Peet's Patio	Publicize workshop	Peet's Coffee
National Night Out 2023	Publicize workshop	Fernandez Park
Community Workshop	Review and provide feedback on draft measure and actions	Senior Center City Hall Pinole Library
Strategy Prioritization game	Review and provide feedback on draft measure and actions	Online

Figure 4 CAAP Community Engagement Map



Pinole Carbon Prioritization Game



Community Members Playing the CAAP Carbon Prioritization Game

"This is a great initiative, and I really appreciate the opportunity [it] provides for our town."

– Pinole Community Member





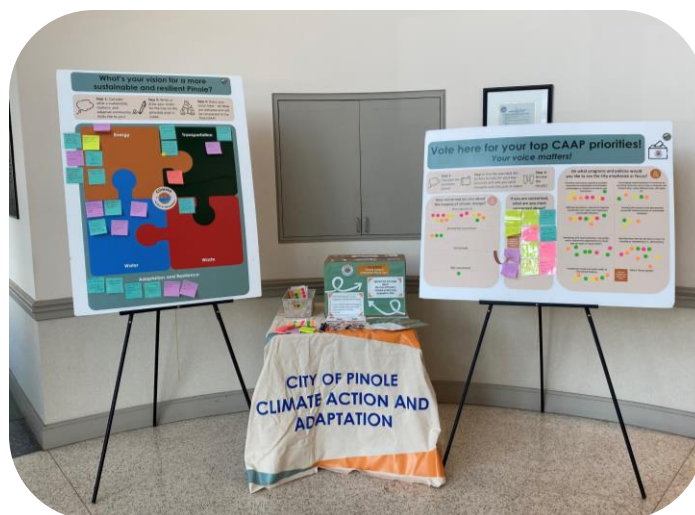
Pinole CAAP Open House



CAAP Visioning Board

"I think citizen involvement in the CAAP process is a good opportunity both for critical information gathering but also involving residents and businesses in climate action and solutions."

– Pinole Community Member



Ongoing Feedback Collection Opportunity at City Hall



Upcycled Arts and Crafts



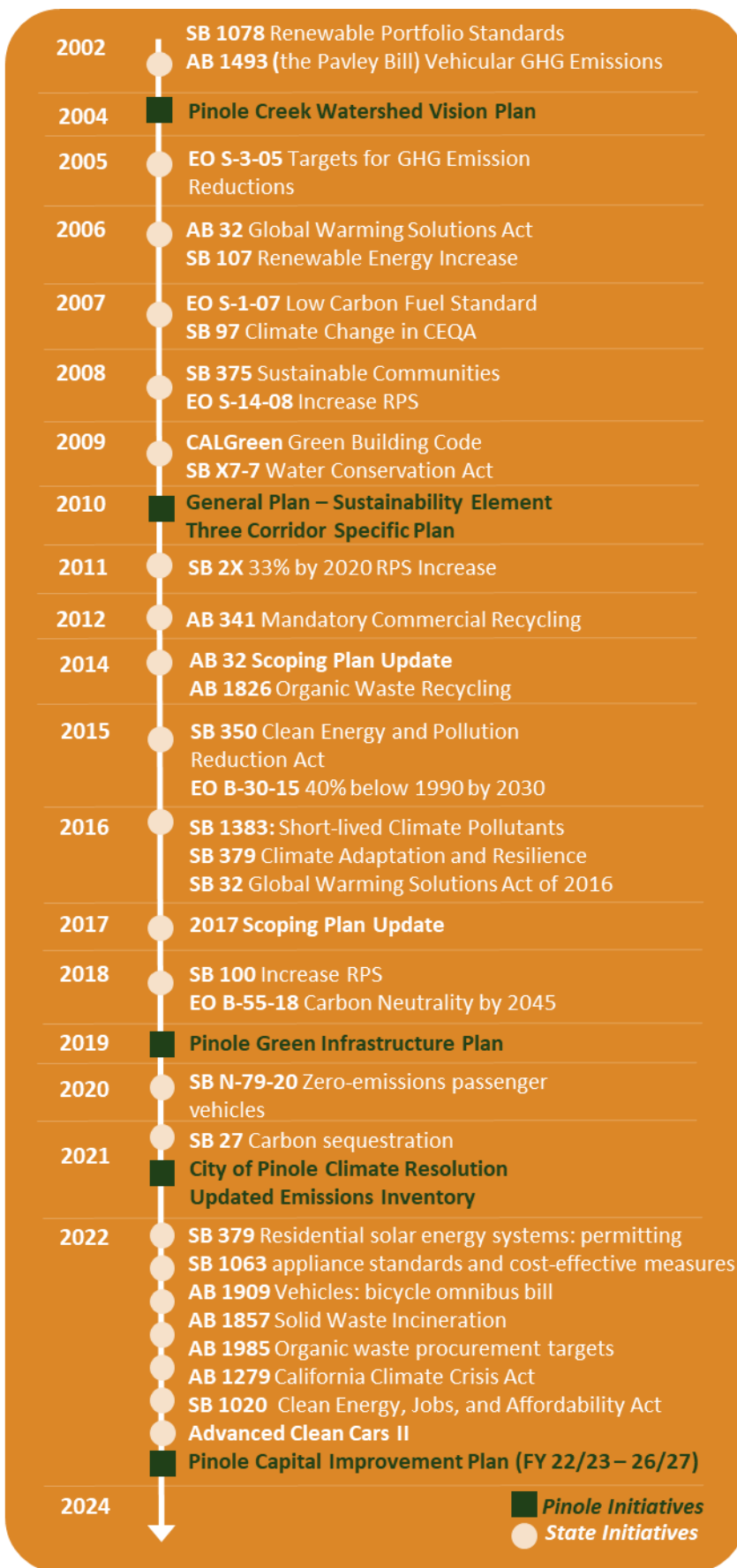
Community Pop-up Events



Legislative History and Past Climate Action in Pinole

California has established ambitious legislation and policies that aim to reduce and ultimately eliminate GHG emissions. The primary GHG legislation that has been adopted are Assembly Bill (AB) 32, Senate Bill (SB) 32, and AB 1279. To meet the state's 2045 goal of carbon neutrality, the California Air Resources Board (CARB) recommends that local agencies establish long-term targets that align with AB 1279. Specifically, CARB guidance calls for jurisdictions to first strive to exceed the SB 32 goals of reducing GHG emissions 40 percent below 1990 levels, while establishing a policy framework to work towards the long-term target of carbon neutrality by 2045. Carbon neutrality refers to emitting net zero carbon emissions, which can be achieved by either eliminating all GHG emissions, or balancing carbon emissions with carbon removal and sequestration. See Figure 5 as well as Appendix B for more information on the most influential California legislation related to climate change. Figure 5 provides a summary of the major state legislation as well as the City's complimentary or supplemental initiatives, plans, and policies. It is anticipated that the City will adopt the additional following plans in 2024 that are relevant: Active Transportation Plan, Health & Environmental Justice Element, and Updated Safety Element, and Parks Master Plan.

Figure 5 Regulatory Timeline



Emissions and Targets

"So happy the City is aware and acting on climate change!"

– Pinole Community Member





Climate Change Background

Climate change is caused by the addition of excess GHGs in the atmosphere, trapping heat near the Earth's surface. This raises the global average temperatures through what is referred to as the greenhouse effect. The increase in average temperatures across the globe affects sea level rise, precipitation patterns, the severity of wildfires, the prevalence of extreme heat events, water supply, and ocean temperatures and chemistry.⁶ According to the Intergovernmental Panel on Climate Change (IPCC), GHGs are now higher than they have been in the past 400,000 years, raising carbon dioxide levels from 280 parts per million to 410 parts per million in the last 150 years.⁷

The dramatic increase in GHGs is attributed to human activities, beginning with the industrial revolution in the 1800s.⁸ As such, anthropogenic (human) caused climate change is well-understood, prompting local, state, federal, and global governments and communities to reduce and mitigate the impacts of increasing GHG emissions.⁹ Today, the need for urgent and ambitious action has been further reinforced by recent findings from the European Union's Copernicus Climate Change Service. The study found the year 2023 was the hottest on record, with the global average temperature being more than 1.4 degrees Celsius above pre-industrial levels. This increase is marginally under the 1.5-degree threshold in the Paris Agreement, and beyond what scientists say humans and ecosystems will struggle to adapt to.¹⁰

6. <https://climate.nasa.gov/extreme-weather/>

7.

https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM_final.pdf

8. <https://www.ipcc.ch/sr15/chapter/spm/>

9. https://climate.nasa.gov/climate_resources/24/graphic-the-relentless-rise-of-carbon-dioxide/

10. <https://www.cnn.com/2023/12/06/climate/2023-hottest-year-climate/index.html#:~:text=The%20analysis%20from%20the%20European, and%20ecosystems%20will%20struggle%20to>

Inventory Overview

A GHG emissions inventory quantifies and categorizes the various carbon emission sources to guide the development of a CAAP. The City of Pinole updated the 2017 GHG emissions inventory from community-wide activities within the City (Community GHG Inventory) and completed a 2021 GHG emissions inventory for municipal buildings and operations (Municipal GHG Inventory). The Community GHG Inventory estimates GHG emissions from residents and businesses within the City, including GHG emissions from municipal buildings and operations. It is important to note the Community GHG Inventory includes municipal GHG emissions as a subset within the inventory, while the Municipal GHG Inventory presents only the municipal GHG emissions. To allow for comparison among GHG emissions sources, all emissions are converted to the equivalent of one metric ton of carbon dioxide, or MT CO₂e.

1 MT CO₂e is the equivalent of using 113 gallons of gasoline or driving 2,564 miles in a standard combustion vehicle.

Source: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

Pinole's GHG Emissions Inventories

2017 Community Inventory

The Community GHG Inventory was originally completed by East Bay Energy Watch in June 2020 according to the International Council for Local Environmental Initiatives' (ICLEI) U.S. Community Protocol for Accounting and Reporting Greenhouse Gas Emissions, Version 1.2. The Community GHG Inventory was updated in 2023 with the most recent available data sources, emission factors, and Global Warming Potentials (GWP) from IPCC



City of Pinole Climate Action and Adaptation Plan (CAAP)

Fifth Assessment Report (AR5) and focuses on sources within each sector that are under the jurisdictional control of the City. In 2017, the Pinole community (including municipal operations) emitted approximately 72,273 MT CO₂e.

The 2017 Community GHG inventory is organized by four primary sectors as shown in Table 2 and Figure 6. The transportation sector was the largest source of GHG emissions, generating approximately 35,718 MT CO₂e, or 49 percent of the total 2017 community emissions. The transportation sector includes passenger and commercial vehicles, public transit, and offroad vehicles. The energy sector, including electricity and natural gas used within residential and nonresidential buildings, was the second largest source of

GHG emissions, generating approximately 33,088 MT CO₂e, or 46 percent of the total 2017 community GHG emissions.

Nonresidential electricity and natural gas in this sector include commercial electricity and natural gas as well as direct access electricity.¹¹ The waste sector, including the processing and decomposition of waste at landfills in various locations, resulted in 3,300 MT CO₂e or five percent of the City's GHG emissions while the conveyance, delivery, and treatment of water (63 MT CO₂e) and treatment of wastewater (103 MT CO₂e) resulted in the remaining GHG emissions. Other sectors were excluded from this inventory because they are not under the jurisdictional control of the City.

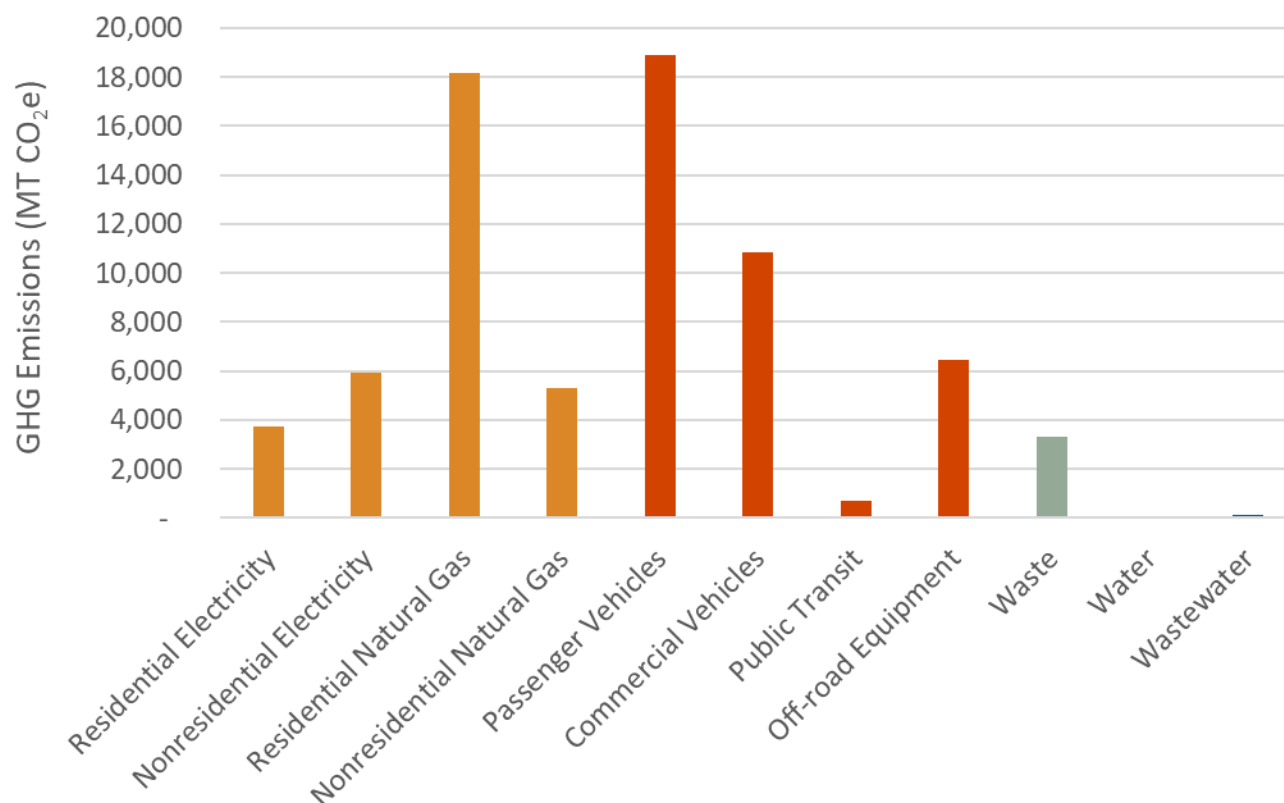
Table 2 City of Pinole Community GHG Emissions (2017)

Sector and Subsector	GHG Emissions (MT CO ₂ e)	Percent of Emissions (%)
Energy	33,088	46%
Residential Electricity	3,738	5%
Nonresidential Electricity	5,918	8%
Residential Natural Gas	18,140	25%
Nonresidential Natural Gas	5,291	7%
Transportation	35,718	49%
Passenger Vehicles	18,913	26%
Commercial Vehicles	10,868	15%
Public Transit (buses and BART)	701	1%
Off-road Equipment	5,236	7%
Waste	3,300	5%
Water and Wastewater	166	<1%
Water	63	<1%
Wastewater	103	<1%
Total Emissions	72,273	100%

Note: Values may not add up due to rounding.

11. Direct access electricity includes customers who purchase electricity from a competitive provider or non-utility entity. While direct access electricity may include electricity purchased from industrial customers, nonresidential energy excludes industrial sources because no industrial electricity or natural gas consumption was reported by the utility (Pacific Gas & Electric) in 2017.

Figure 6 City of Pinole Community GHG Emissions (2017)



2021 Municipal Inventory

The Municipal GHG Inventory was prepared with the best available data sources, emission factors, and IPCC AR5 GWP's, and was calculated based on ICLEI's Local Government Operations Protocol, Version 1.1. In 2021, Pinole's GHG emissions associated with municipal operations totaled 2,205 MT CO₂e.

The 2021 Municipal GHG Inventory is also organized by four primary sectors as shown in Table 3 and Figure 7. These GHG emissions are generated by the regular activities associated with running the municipality and can be directly influenced by the City. The transportation sector, including GHG emissions from the vehicle fleet, employee commute, and business travel, was the largest source of GHG emissions, generating approximately 1,136 MT CO₂e, or 52 percent of total 2021 municipal GHG emissions. The energy sector, including GHG emissions from the City's electricity and natural gas use, was the second largest source of emissions,

generating approximately 491 MT CO₂e, or 22 percent of total 2021 GHG emissions. The solid waste sector generated 356 MT CO₂e representing 16 percent of total 2021 emissions while the remaining ten percent of municipal GHG emissions were generated from water use and wastewater generation (223 MT CO₂e) by the City's operations. Other sectors were excluded from this inventory because they are not under the jurisdictional control of the City.

Appendix A provides further details on the Community GHG Inventory update and Municipal GHG Inventory preparation. Additionally, the Community GHG Inventory and Municipal GHG Inventory results can be viewed on the City's CAAP Dashboard.¹² This dashboard will be regularly updated with new inventories to track changes in communitywide and municipal GHG emissions over time.

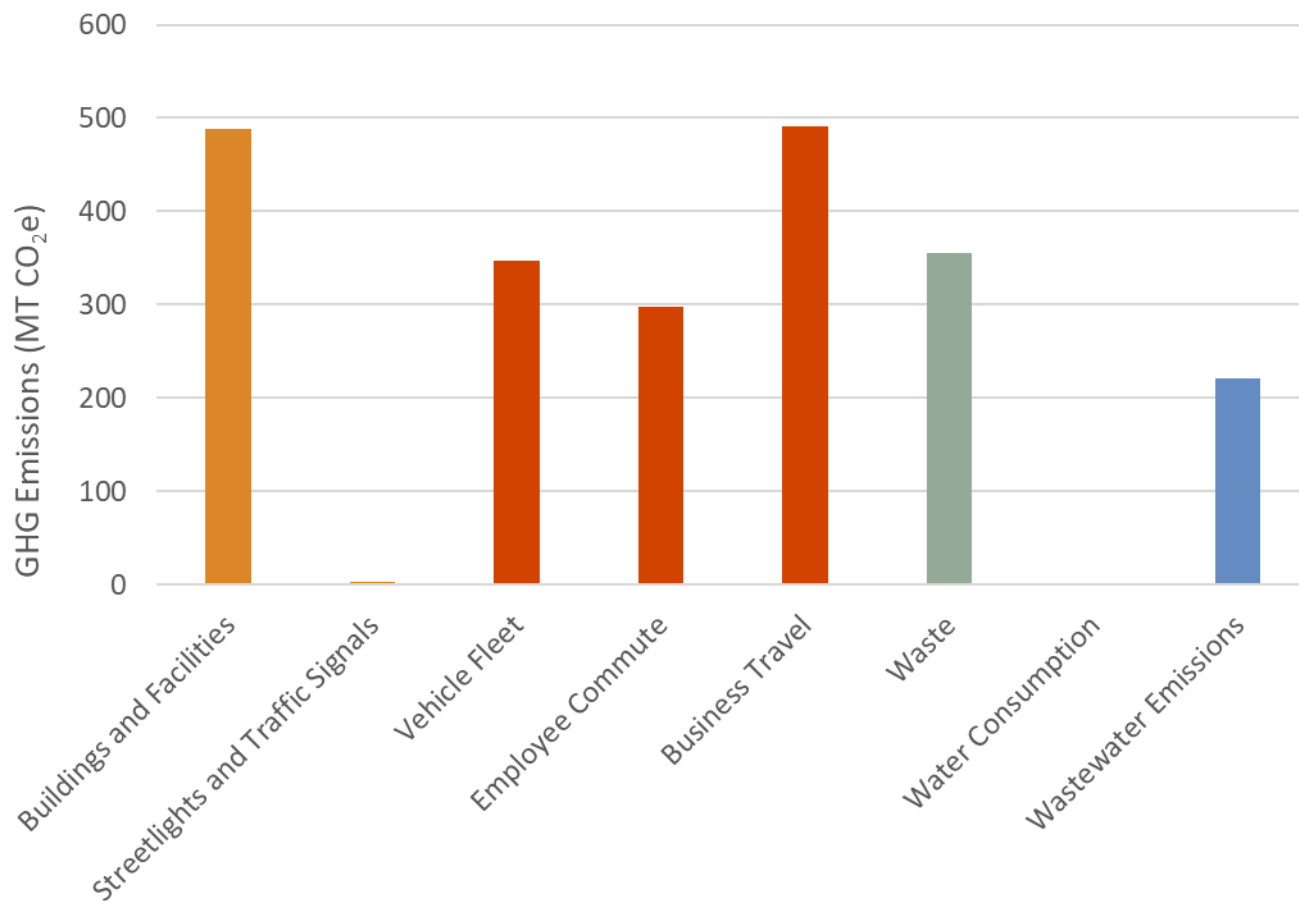
12. The CAAP Dashboard can be accessed at: <https://cap.rinconconsultants.com/Pinole>



Table 3 City of Pinole Municipal GHG Emissions (2021)

Sector and Subsector	GHG Emissions (MT CO ₂ e)	Percent of Emissions (%)
Energy	491	22%
Buildings and Facilities	488	22%
Streetlights and Traffic Signals	3	<1%
Transportation	1,136	52%
Vehicle Fleet	347	16%
Employee Commute	298	14%
Business Travel	491	22%
Waste	356	16%
Water and Wastewater	223	10%
Water Consumption	1	<1%
Wastewater Emissions	221	10%
Total Emissions	2,205	100%

Figure 7 City of Pinole Municipal GHG Emissions (2021)





Pinole's GHG Emissions Forecast

GHG emissions forecasts, demonstrating how the City's GHG emissions are expected to change in the future, have been generated based on the 2017 Community GHG Inventory. The future emissions are projected based on the continuation of current activities, projected population, and job growth over time to help identify actions that must be taken now to meet future targets. GHG emissions are forecasted through the years 2025, 2030, 2035, 2040, and 2045 according to two scenarios: a business-as-usual scenario and an adjusted scenario.

Business-as-Usual Forecast

The business-as-usual scenario provides a forecast of how future GHG emissions would change if current activities continued as they did in 2017 and growth were to occur without local policies and actions to reduce GHG emissions. The forecast is based on growth trends projected in the City's population, employment, and housing according to the Association of Bay Area Governments' Plan Bay Area 2050 which accounts for the number of new homes needed in the Bay Area as part of the Regional Housing Needs Allocation (RHNA). Table 4 shows the demographic projections used for the forecast. While most sectors are forecasted using the demographic metrics, on-road and off-road transportation were forecasted using growth projections from CARB's on-road and off-road transportation emission inventory modeling tools (EMFAC2021 and OFFROAD2021). As shown in Table 5, the City's business-as-usual GHG emissions are projected to increase to 79,501 MT CO₂e in 2025, 84,515 MT CO₂e in 2030, 88,764 MT CO₂e in 2035, 93,183 MT CO₂e in 2040, and 97,772 MT CO₂e in 2045. For additional information on the business-as-usual forecast as well as the demographic metric calculations, see Appendix A.

Table 4 Business-as-Usual Forecast Demographic Metrics by Year

Demographic	2017	2025	2030	2035	2040	2045
Population	19,663	21,718	23,110	24,592	26,168	27,845
Employment	7,970	8,963	9,645	10,379	11,168	12,018
Household	6,901	7,431	7,783	8,151	8,536	8,940

Notes: Demographic metrics were calculated using Pinole-specific values from Plan Bay Area 2040 for 2015 and applying local and regional growth expected between 2015-2050 from Plan Bay Area 2050.

Adjusted Forecast

Several state regulations have been adopted that will reduce future local GHG emissions. These regulations have been incorporated into an adjusted forecast to account for future GHG emissions reductions resulting from state efforts and investments. Key state legislation included in the adjusted forecast include:

- Renewable Portfolio Standard (Senate Bill 100 and Senate Bill 1020) which requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026, 60 percent by 2030, 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045. The increase in renewable energy resources reduces the GHG-intensity of electricity.



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- Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations)¹³ which sets standards for energy-efficient technologies and methods in new buildings to reduce electricity and natural gas consumption in new buildings and increase the use of renewable electricity.
- Transportation legislation including the Advanced Clean Cars Program (introduced by CARB in 2012),¹⁴ Advanced Clean Truck regulation, and Innovative Clean Transit regulation which work together to increase the fuel efficiency of fossil-fuel powered on-road vehicles and increase the share of zero-emission vehicles on the road.

In addition to the reductions from state legislation, the adjusted forecast also includes emission reductions associated with the City's

transition from Pacific Gas and Electric-provided electricity to the lower-emissions electricity options provided by Marin Clean Energy (MCE) which occurred after the inventory year in April 2018. The resulting adjusted forecast provides the level of GHG emissions reductions the City will be responsible for after state regulations and existing local actions (i.e., the switch to MCE) have been implemented (and before any additional contribution from local policies or actions). As shown in Table 5, the City's adjusted business-as-usual emissions are projected to increase to 69,558 MT CO₂e in 2025, 68,902 MT CO₂e in 2030, 67,403 MT CO₂e in 2035, 68,262 MT CO₂e in 2040, and 69,901 MT CO₂e in 2045. Appendix A provides further details on the specific state regulations incorporated into the adjusted forecast and quantified legislative reductions to the business-as-usual forecast.

Table 5 Forecasted Community GHG Emissions

Community GHG Emissions (MT CO ₂ e)	2025	2030	2035	2040	2045
Business-as-Usual	79,501	84,515	88,764	93,183	97,772
Reductions from State Legislation and MCE	9,943	15,613	21,361	24,921	27,871
Adjusted Forecast	69,558	68,902	67,403	68,262	69,901

Pinole's GHG Emissions Targets

Emission targets are quantitative goals that will further the City's ability to measure emission reduction progress from the baseline scenarios and help guide implementation. The GHG targets were aligned with the state's GHG reduction goals for the years 2030 and 2045. The state's goals are developed relative to the

state's 1990 GHG emission baseline. As mentioned above, SB 32 establishes a goal to reduce statewide GHG by 40 percent below 1990 levels by 2030, and AB 1249 establishes the state's goal of achieving carbon neutrality by 2045. The City's GHG targets were developed relative to the 2017 Community GHG emissions by back-casting to 1990. This back-cast utilized the change in statewide GHG emissions between 2017 and 1990 as a proxy for change in Pinole during the same period.¹⁵

13. The 2019 Building Energy Efficiency Standards were incorporated into the adjusted scenario. The 2022 Building Energy Efficiency Standards were not incorporated due to lack of data made available by the State.

14. The latest Advanced Clean Cars II regulations expanded the Advanced Clean Cars Program but were not incorporated into the adjusted forecast because the state has not yet updated emissions models with the regulation's impacts.

15. The City of Pinole's 1990 GHG emissions were estimated to be 78,982 MT CO₂e based on a nine percent increase in state GHG emissions seen between 2017 and 1990. These calculations are consistent with guidance from the Governor's Office of Planning and Research's General Plan Guidelines. https://opr.ca.gov/docs/OPR_C8_final.pdf



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The estimated 1990 GHG emissions were then reduced by 40 percent to establish a 2030 target for the City and reduced to zero to establish a 2045 target for the City. The targets, established as follows, remain consistent with the State's 2030 and 2045 goals:

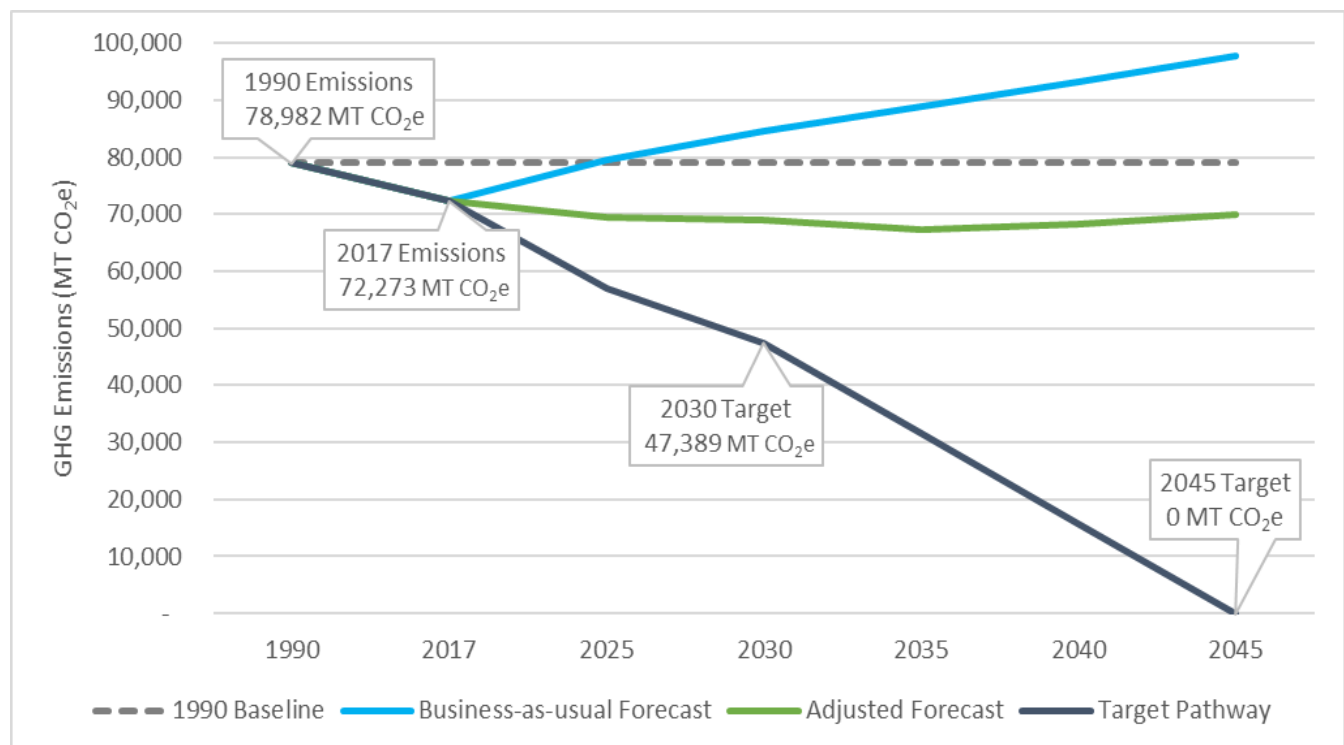
- Reduce GHG emissions to 47,389 MT CO₂e by 2030 (the SB 32 target year)
- Reduce GHG emissions to 0 MT CO₂e by 2045 (the AB 1249 target year)

After accounting for reductions that will result from state regulations, as shown in Table 6 and Figure 8, there remains a gap between Pinole's adjusted forecast and Pinole's targets. To meet the City's targets and align with state goals, Pinole will need to reduce communitywide GHG emissions by 21,512 MT CO₂e by 2030 and 69,901 MT CO₂e by 2045. These reductions will be achieved through implementation of measures and actions developed specifically for Pinole based on community engagement, best practices of similar and neighboring jurisdictions, and those recommended by state organizations and agencies. The emissions reduction measures and actions are presented in Chapter 3 and are quantified to identify their overall contribution to meeting the City's 2030 and 2045 GHG reduction targets. See Appendix A for more information on the forecast and targets.

Table 6 Community GHG Emission Reduction Targets and Gap Analysis

Emissions Forecast or Pathway	1990	2025	2030	2035	2040	2045
Mass Emissions Target Pathway						
Adjusted Forecast (MT CO ₂ e)	78,982	69,558	68,902	67,403	68,262	69,901
SB 32 Mass Emissions Target Pathway (MT CO ₂ e) ¹	78,982	56,960	47,389	31,593	15,796	0
Remaining Emissions Gap (MT CO ₂ e)	N/A	12,598	21,512	35,810	52,466	69,901

Figure 8 City of Pinole Emissions Forecast



Climate Action Measures

"We are working to convert our home to high energy efficiency. We have solar, HVAC and a heat pump hot water heater, all resulting in savings and less dependence on natural gas."

— Pinole Community Member



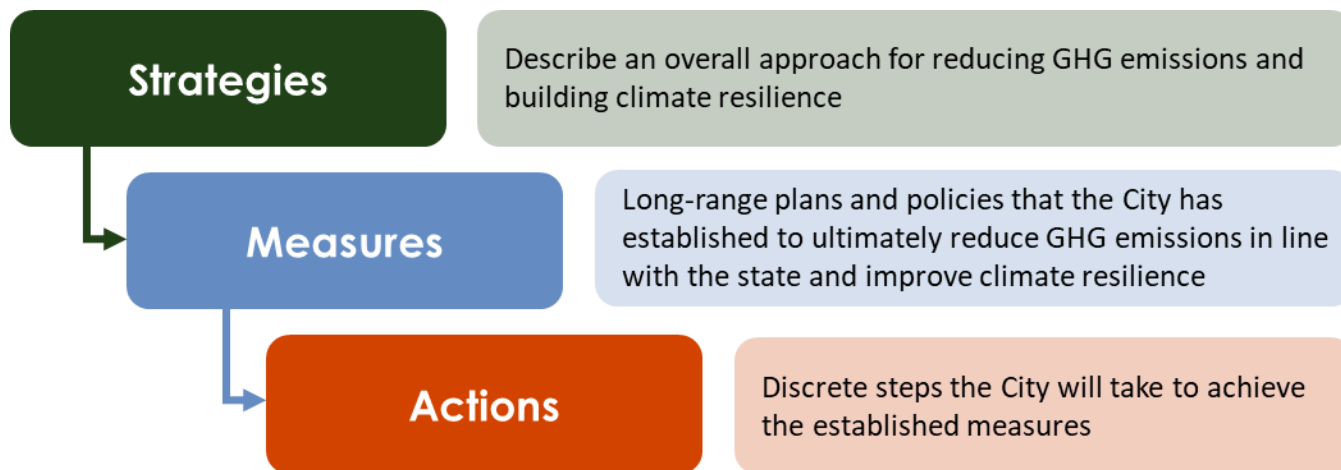
Climate Action and Adaptation Measures

The City of Pinole recognizes that achieving long-term sustainable change is essential to ensure that the community contributes its fair share towards reducing greenhouse gas emissions. This will help the state limit the impacts of climate change and enable the community to adapt to the local effects of climate change. To establish sustainable change, the community's efforts must be reasonable, resilient, and equity-driven. The City will lead by example and spearhead the community's climate efforts to implement the adopted climate action and adaptation measures outlined in this plan and maintain progress with regular monitoring and accountability.

The climate action and adaptation measures included in this CAAP are structured stepwise to provide a comprehensive path for implementation. As detailed in Figure 9, each

climate action and adaptation measure are positioned under a guiding strategy and contain a set of supporting actions for implementation. The measures were developed to both reduce GHG emissions and adapt to climate change impacts. Specifically, the plan's mitigation measures detail achievable and implementable GHG emissions reduction policies designed to achieve the City's GHG emissions reduction targets for 2030 (40 percent below 1990 levels) and provide substantial progress towards meeting the longer-term target of carbon neutrality by 2045. The plan's adaptation measures, which are discussed further in Chapter 4, are designed to increase Pinole's adaptive capacity and resilience to climate change impacts. Over time, the Plan will be reviewed, and additional actions will need to be added to make greater progress on the established measures, as appropriate. This CAAP serves as the City's first step in climate action planning and will continue to be refined.

Figure 9 Climate Strategy Structure



Climate Policy Pillars

Reasonable, resilient, and equitable climate action and adaptation planning is built on key pillars that are essential for effective implementation. Pinole's six Climate Policy Pillars are focused on structural change, education, equity, funding, partnerships, and feasibility. During the climate action and adaptation measure development process, each measure was viewed through the lens of these Climate Policy Pillars to develop an implementable plan. Each pillar is detailed in Figure 10.

Figure 10 Pinole's Climate Policy Pillars



Structural Change: Actions that establish programs, policies, and ordinances to allow us to reach the target set within a measure



Education: Actions that foster community understanding and enthusiasm for the programs, policies, and ordinances of the structural actions through education and community engagement



Equity: Actions that engage disadvantaged communities in the decision-making process and establish the policies and programs to provide local disadvantaged communities with the resources to benefit from each measure's objectives in an equitable manner



Funding: Actions that provide us with the financial backing (e.g., grant funding, rebates, financial incentives) and adequate staffing to establish, implement, and maintain a program



Partnerships: Actions that establish partnerships with external agencies and community-based organizations to draw upon their expertise, resources, and networks to implement programs and policies that we would not be able to achieve alone



Feasibility: Actions that help us understand the costs, benefits, obstacles, and opportunities associated with programs, policies, and ordinances to make decisions that best serve the community

Cornerstone Measure

The Cornerstone Measure was designed to set the direction of the CAAP by embodying the spirit and character of Pinole and clearly illustrating how each Climate Policy Pillar is integrated into the measures. The rest of the climate action and adaptation measures are intended to align with the Cornerstone Measure, providing the most effective means for achieving the City's climate action and adaptation goals.

In construction, the cornerstone is often the first stone set, and all other stones are set in reference from that point, essentially determining the direction or position of the building. Similarly, the Cornerstone Goal (CR-1) sets the direction of our CAAP and intends to connect the CAAP and energize our

community around the opportunity to leverage climate action and adaptation implementation to make Pinole a center for green economic development and high-road jobs. From electrification retrofits and bicycle lane buildouts to carbon sequestration research and restoration projects, climate action and adaptation initiatives in Pinole will create new industries for the local economy and foster job growth. A study by the University of California, Los Angeles (UCLA) Luskin Center for Innovation found that 100,000 full-time equivalent jobs would be created across various sectors of the economy as the result of electrifying all of California's new and existing buildings by 2045.¹⁶

16. <https://innovation.luskin.ucla.edu/2019/11/13/move-to-all-electric-buildings-will-trigger-significant-demand-for-skilled-workers/>



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Similarly, in the waste and materials sector, the process of re-using materials was found to create 200 times as many jobs as sending those materials to landfills and incinerators.¹⁷ Centering these opportunities in Pinole will help create a prosperous, green economy that works to reduce GHG emissions in Pinole and adapt the community to climate impacts. It will also bring “high-road jobs” to Pinole residents – jobs that will provide Pinole residents family-sustaining wages, comprehensive benefits, and opportunities for continued career advancement.¹⁸

To leverage these economic opportunities for Pinole’s economy and residents, the Cornerstone Measure was designed in a stepwise manner to employ each Climate Policy Pillar as demonstrated in Figure 11. With each Climate Policy Pillar, CR-1

will make transformational change and engage the community. This will set the foundation for the rest of the measures in the CAAP to establish their own foundations to make reasonable, resilient, and equitable change in Pinole.

Mitigation Measures

Together, we developed a CAAP that includes a thoughtful list of measures and actions that collectively help us reach 2030 emissions reduction goals and put us on track to ultimately reach our longer-term goal of net neutrality for 2045. In addition to the mitigation measures, we have also prepared a list of adaptation measures (see Chapter 4) and measures that are specific to the City operations, which are summarized under municipal measures included below.

Figure 11 Cornerstone Measure Alignment with Pillars

Measure CR-1

Leverage the CAAP’s work around electrification, transportation infrastructure buildout, organic waste diversion, and carbon sequestration to establish Pinole as a center for green economic development and high-road jobs.

- Focuses on **Structural Change** by updating the City’s Economic Development Strategy to specifically attract green businesses and incentivizing developments that are dense, transit-rich, and connected to the active transportation network.
- Focuses on **Education** by offering residents training courses through a green workforce development program.
- Focuses on **Equity** by focusing the green workforce development program on members of disadvantaged and vulnerable communities in Pinole.
- Focuses on **Funding** by creating a Green Technology Incubator to provide green businesses access to funding.
- Focuses on **Partnerships** by working with the Contra Costa County Green Business Program and City staff to leverage their network and experience.
- Focuses on **Feasibility** by identifying climate change impacts that affect core industries and small businesses and assessing the existing broadband network in Pinole to optimize work-from-home rates.

17. <https://worldgbc.org/article/waste-hierarchy-cbre/>

18. https://www.usdn.org/uploads/cms/documents/workforce-guide_4.12.21_form.pdf



These measures provide a pathway for the City to lead by example by reducing emissions and increase adaptive capacity at City-owned and operated buildings to demonstrate that the initiatives included throughout this plan are feasible and achievable. In total, there are 21 mitigation measures related to building energy (five measures), transportation (six measures), solid waste (five measures), water and wastewater (two measures), and carbon sequestration (two measures), as well as the cornerstone measure discussed above. The Measures included under each mitigation and adaptation strategy are intended to pull in the same direction, providing the most effective means for achieving the GHG reductions to help the City achieve the 2030 target and establish the framework for the deep decarbonization needed to reach the 2045 target of carbon neutrality.

Measure Co-benefits

Climate action and adaptation measures were refined based on community feedback and input and designed to produce additional benefits beyond GHG emissions reduction and adaptation. These co-benefits were collectively prioritized by the community to align with their needs and preferences and will have the potential for long-term positive impacts throughout the community. The co-benefits identified for each measure include:



Greater access to healthy food



Cleaner air and water



Improved public and active transportation



Cost savings



More green spaces



Improved disaster preparedness, safety, and resilience



Improved economy/job creation

Measure Summary and GHG Emissions Reductions

Table 7 and 8 summarize the climate action measures developed and adopted by this CAAP. Table 7 also includes the GHG emission reduction potential of each mitigation measure. In total, the measures will reduce 21,585 MT CO₂e by 2030 and 68,746 MT CO₂e by 2045. Assuming the state legislation and the City's initial transition to MCE in the adjusted forecast reduce GHG emissions by 15,613 MT CO₂e by 2030, Pinole is on target to achieve the 2030 GHG reduction target and California's Senate Bill 32 goal. Similarly, assuming the state legislation of the adjusted forecast will reduce emissions by 27,871 MT CO₂e by 2045, Pinole will remain slightly above the net zero emissions target in 2045. However, these remaining emissions can be offset through established carbon sequestration measures, which can further assist Pinole to reach the community's goal of carbon neutrality. For further detail on the substantial evidence and calculation methods of the GHG emission reductions, refer to Appendix C.

It is important to note that while all measures benefit the community, they do not all result in equal GHG emissions reductions and some measures are considered "supportive," meaning that they do not directly result in GHG emissions reductions, although they support the overall goals of the CAAP. These measures do not have emissions reductions directly associated with implementing them, however, they may collectively increase the GHG emissions reduced.



City of Pinole Climate Action and Adaptation Plan (CAAP)

Table 7 Mitigation Strategies and Measures

ID	Measure Text	Reductions
Strategy CR: Cornerstone to Climate Action and Adaptation Planning		
CR-1	Leverage the CAAP's work around electrification, transportation infrastructure buildout, organic waste diversion, and carbon sequestration to establish Pinole as a center for green economic development and high-road jobs.	2030: N/A 2045: N/A
Strategy FL: Building Energy		
BE-1	Electrify 100% of new construction in the City in 2024.	2030: 1,509 2045: 5,962
BE-2	Electrify existing residential buildings to reduce natural gas consumption by 26% by 2030 and 100% by 2045.	2030: 4,778 2045: 19,273
BE-3	Electrify existing commercial and mixed-use (i.e., combined commercial and residential) buildings to reduce natural gas consumption 18% by 2030 and 100% by 2045.	2030: 997 2045: 5,868
BE-4	Increase the number of accounts enrolled in MCE's Deep Green option to 95% communitywide by 2030.	2030: 3,200 2045: 0
BE-5	Increase generation and storage of local community-scale renewable energy.	2030: N/A 2045: N/A
Strategy TR: Transportation		
TR-1	Create a safe and connected active transportation network linked to Pinole Creek to increase active transportation mode share to 5.5% by 2030 and 11.5% by 2045.	2030: 107 2045: 256
TR-2	Implement public and shared transit improvements and programs to achieve a 13% public transit mode share by 2030 and 18% by 2045.	2030: 256 2045: 559
TR-3	Develop programs and policies to discourage driving single passenger vehicles and to support the active transportation and public transit mode share goals of Measures TR-1 and TR-2.	2030: N/A 2045: N/A
TR-4	Increase passenger zero-emission vehicle (ZEV) use and adoption to 33% by 2030 and 100% by 2045.	2030: 3,832 2045: 13,839
TR-5	Increase commercial zero-emission vehicle (ZEV) use and adoption to 30% by 2030 and 100% by 2045.	2030: 2,303 2045: 8,186
TR-6	Electrify or otherwise decarbonize 15% of off-road equipment operations by 2030 and 100% by 2045.	2030: 1,245 2045: 10,721
Strategy SW: Solid Waste		
SW-1	By 2025, reduce landfilled organic waste by 75% and support food insecure residents by diverting 20% of currently disposed edible food to food recovery organizations to meet and or exceed SB 1383 requirements.	2030: 2,934 2045: 3,570
SW-2	Reduce landfilled inorganic waste 35% by 2030 and 90% by 2045.	2030: N/A 2045: N/A
SW-3	Meet CalGreen's current 65% construction and demolition (C&D) materials diversion requirements on all covered projects.	2030: N/A 2045: N/A
SW-4	Analyze opportunities to enhance the City's Wastewater Treatment Plant to divert organic waste from the landfill and increase organics recovery.	2030: N/A 2045: N/A
SW-5	Establish new programs to meet the City's SB 1383 annual procurement target (i.e., 1,073 tons of compost) by 2030.	2030: 425 2045: 513



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Strategy W: Water and Wastewater		
W-1	Reduce per capita potable water consumption 10% by 2030 and 25% by 2045, from 2017 levels.	2030: N/A 2045: N/A
W-2	Increase the community's use, supply, and access to recycled water.	2030: N/A 2045: N/A
Strategy TR: Carbon Sequestration		
CS-1	Increase carbon sequestration and prepare the urban forest for climate change, extreme heat, drought, and wildfire by adopting policies developed through the Community Urban Forest Plan.	2030: N/A 2045: N/A
CS-2	Increase nature-based and technological carbon sequestration opportunities in Pinole.	2030: N/A 2045: N/A

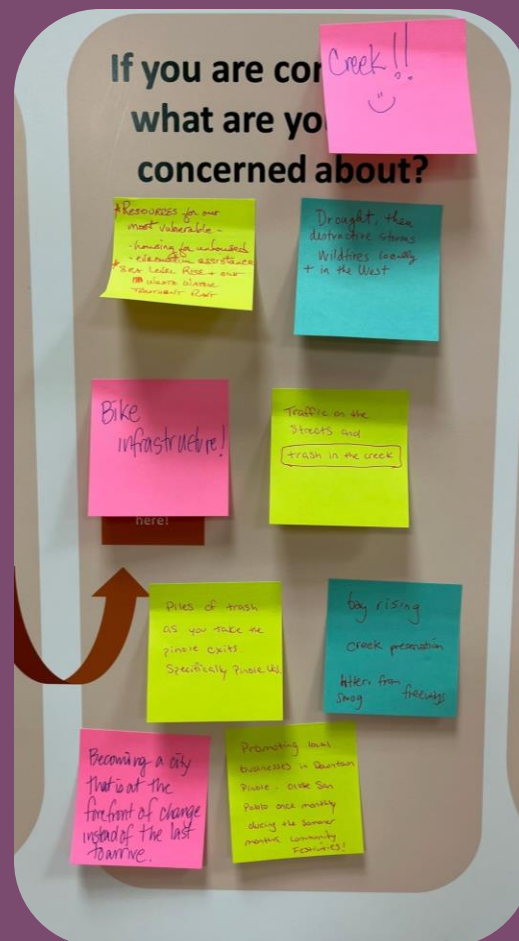
Table 8 Municipal Mitigation Strategies and Measures

Measure ID	Measure Text
Strategy COP City Infrastructure and Operations	
Measure CIO-1	Upgrade all City accounts to MCE's Deep Green option by 2025 and electrify or otherwise decarbonize all municipal buildings and facilities by 2035.
Measure CIO-2	Electrify or otherwise decarbonize 30% of the municipal vehicle fleet by 2028 and 100% by 2040.
Measure CIO-3	Electrify or otherwise decarbonize all municipal off-road equipment by 2035, where feasible.
Measure CIO-4	Reduce employee VMT 20% by 2035, from 2019 levels by developing and implementing a municipal Transportation Demand Management (TDM) Plan by 2028.
Measure CIO-5	Reduce municipal water consumption 15% by 2030, from 2019 levels.
Measure CIO-6	Reduce organic waste by 10% by 2025, from 2019 levels and landfill zero waste by 2035.
Measure CIO-7	Retrofit existing infrastructure owned and operated by the City, such as the Pinole-Hercules Water Pollution Control Plant, located in the areas at risk of sea level rise.
Strategy CG: City Governance	
Measure CG-1	Build staffing capacity to effectively implement the CAAP Mitigation Measures and update the CAAP triennially.
Measure CG-2	Establish reporting procedures to implement the CAAP measures and transparently communicate progress to the community.



Cornerstone

CR-1 *Leverage the CAAP's work around electrification, transportation infrastructure buildout, organic waste diversion, and carbon sequestration to establish Pinole as a center for green economic development and high-road jobs.*



Cornerstone

CR-1

Leverage the CAAP's work around electrification, transportation infrastructure buildout, organic waste diversion, and carbon sequestration to establish Pinole as a center for green economic development and high-road jobs.



Pinole has traditionally been a bedroom community, a place where people live, but do not necessarily work.¹⁹ We see Pinole as a place where people can live, work, and play, reducing commute times, protecting resources, and spending more time doing the things that bring us joy. Employment in Pinole is changing and based on data from the United States Census Bureau, employment in Pinole declined by 1.43 percent between 2020 and 2021.²⁰ However, this change is aggregated across all job sectors and does not represent the changes in specific fields. For example, Installation, Maintenance, and Repair; Life, Physical and Social Science; and Community and Social Service Occupations, which are traditionally tied to high-road jobs, have grown in Pinole between 5 and 26 percent in that same timeframe. We will leverage our thoughtful work around electrification, mobility, organic waste management, and carbon sequestration to establish Pinole as a center for green economic development and high-road jobs. Implementation of this measure will include creating a green workforce development program to connect residents to workforce development training courses for climate industries with high-road jobs (Action CR-1c). Additionally, the City will identify a place and create a plan to develop a zero-carbon district where all buildings and mobility options are carbon free (Action CR-1h). Collaborative, system-wide solutions will pave the way for realistic and meaningful transformations, addressing one of the most complex challenges of our time and fostering sustainable progress across diverse sectors.

19. [https://cdns5-](https://cdns5-hosted.civdive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Planning/General%20Plan/City_of_Pinole_General_Plan_12.2010-Chapter1.pdf)

[hosted.civdive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Planning/General%20Plan/City_of_Pinole_General_Plan_12.2010-Chapter1.pdf](https://cdns5-hosted.civdive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Planning/General%20Plan/City_of_Pinole_General_Plan_12.2010-Chapter1.pdf)

20. <https://datausa.io/profile/geo/pinole-ca?monthly-employment=latest&employmentGrowthYoY>

Key Performance

Indicators:

- Green and clean energy businesses in Pinole (#)
- Certified Green Businesses in Pinole (#)

Emissions 2030: N/A
Reductions 2045: N/A

CR-1a

Coordinate with the City's Economic Development staff to review and update the Pinole Economic Development Strategy every three years (2026/28, 2029/31, 2032/34, etc.) and adjust fees to specifically attract green and clean energy businesses to Pinole by reflecting changing economic trends, evolving community needs, and emerging opportunities. Include an annual review of the fee schedules (including a survey of competitor's fees) to assess their impact on green businesses.

Pillars

- Structural Change
- Funding
- Education
- Partnerships
- Equity
- Feasibility

Co-Benefits

- Access to healthy food
- Cost savings
- Cleaner air/water
- More green spaces
- Improved accessibility
- Improved economy
- Disaster preparedness, safety, and resilience



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-
- CR-1b** Work with the City’s Economic Development staff to perform direct outreach to existing Pinole businesses to identify climate change impacts (e.g., climate hazards, increasing water and natural gas costs, etc.) that may affect the long-term viability and growth of existing core industries and small business. Include regional green and clean energy businesses in a “short list” of industries to focus these initial outreach and business retention efforts during Phase 1.
-
- CR-1c** In partnership with organizations such as the Workforce Development Board of Contra Costa County or Contra Costa College, create a green workforce development program to connect Pinole residents to workforce development training courses for climate industries with high-road jobs. Additionally, use the program to develop a network of local professional associations active in Pinole and to incorporate green workforce development training courses into the periodic “Pinole Workforce Development Consortium” meetings identified in the Economic Development Strategy. Focus this program on members of the most disadvantaged and vulnerable communities in the City and track enrollment and success rate by zip code to monitor the reach and distribution of the initiative.
-
- CR-1d** Partner with the Contra Costa County Green Business Program to help small- and medium-sized businesses in Pinole minimize their impact on the environment and increase the number of certified Green Businesses in Pinole.
-
- CR-1e** Create a Green Technology Incubator in partnership with the Workforce Development Board of Contra Costa County, Contra Costa College, the Renaissance Entrepreneur Center, the East Bay Economic Development Alliance, or similar partners, to help startups and companies working on innovative solutions for climate-related challenges to succeed in the market. The Green Technology Incubator would provide access to funding through identification and partnership opportunities for grants, technical assistance, networking support, and community exposure.
-
- CR-1f** Incentivize optimal use of properties with a water view by adoption of Municipal Code Amendments allowing for height exceptions for mixed use developments that include top-floor restaurants that are dense, transit rich and connected to Pinole's growing active transportation network.
-
- CR-1g** Based on the findings and recommendation of the broadband feasibility study (currently in progress), a subsidy or grant program may be developed to improve existing infrastructure of multi-family units (i.e., upgrade internal wiring etc.) to update policies to increase Pinole residents' work-from-home rate, including incorporating work-from-home strategies into the Transportation Demand Management standards of Action TR-3a.
-
- CR-1h** Explore locations within the City to create a plan to develop a climate resilience district. The district would receive focused City resources, support, partnerships with local businesses, and engagement to develop resilient communities. Examples could include the Pinole Valley area to focus on funding projects related to wildfire risk, for example.
-



Building Energy

- BE-1** *Electrify 100% of new construction in the City in 2024.*
- BE-2** *Electrify existing residential buildings to reduce natural gas consumption by 26% by 2030 and 100% by 2045.*
- BE-3** *Electrify existing commercial and mixed-use (i.e., combined commercial and residential) buildings to reduce natural gas consumption 18% by 2030 and 100% by 2045.*
- BE-4** *Work with MCE to provide 100% carbon-free and renewable energy to at least 95% of the community by 2030.*
- BE-5** *Increase generation and storage of local community-scale renewable energy by exploring new advancements in the clean energy sector.*

Building Energy

BE-1

Electrify 100% of new construction in the City in 2024.



Implementation of this measure would be achieved through adoption of a single margin source energy score or more stringent ordinance in 2024 to avoid new natural gas construction after calendar year 2024. All-electric buildings can be more energy efficient and require lower energy bills than those powered by natural gas.²¹ Constructing new all-electric buildings is more cost-effective up-front than building traditional mixed-fuel buildings due to the cost savings obtained from avoiding the installation and expansion of natural gas infrastructure.²² These long-term and up-front cost savings make all-electric new construction an easy choice for builders. All-electric buildings also provide a critical step towards improving public health because burning natural gas in poorly ventilated areas (i.e., through gas furnaces) can cause a drastic increase of harmful indoor pollutants that are linked to increased risk of respiratory illnesses. One study found that mean nitrogen dioxide concentrations were higher in homes with a gas stove (33.1 ppb) than in those without a gas stove (16.8 ppb),²³ which relates to a 20% increase in symptoms of asthma in children under 12. In this study, indoor levels were also associated with the presence of a gas heater and the use of a space heater or oven for supplementary heating. Using electric appliances mitigates these indoor air pollutant risks. When coupled with Measures BE-4 and BE-5, reducing direct emissions from natural gas consumption in existing buildings will result in buildings that run more efficiently and cleaner in terms of their energy use.

21. <https://www.nrdc.org/bio/pierre-delforge/new-study-confirms-benefits-electrifying-ca-buildings#:~:text=Replacing%20natural%20gas%20with%20clean,according%20to%20a%20new%20analysis>

22. <https://rmi.org/insight/the-economics-of-electrifying-buildings-residential-new-construction/>

23. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7665158/>

Key Performance

Indicators:

- All-electric new buildings (% of total new buildings)

Emissions 2030: 1,509
Reductions 2045: 5,962

BE-1a

Adopt a single margin source energy score or more stringent ordinance in 2024 to avoid new natural gas construction.

BE-1b

Partner with organizations such as MCE, Bay Area Regional Energy Network (BayREN), the Building Decarbonization Coalition and the U.S. Green Building Council (USGBC) to compile a suite of case studies (e.g., document/guide on all-electric best practices and examples applicable to Pinole or the Bay Area) and cost-effective strategies (e.g., energy efficiency improvements) for electric

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- BE-1b** buildings by prototype. Provide digital copies on the City’s website and hard copies at City Hall for residents and business owners to review and utilize.
-
- BE-1c** Partner with organizations such as MCE, BayREN, the Building Decarbonization Coalition, and USGBC to educate building owners, developers, and contractors on the cost savings, environmental benefits, and versatility associated with all -electric construction, as well as the advantages all-electric construction provide for United States Green Building Council LEED certification. Utilize the case studies and cost-effective strategies as well as existing resources such as those provided by MCE as educational materials and share the information on the City’s website, at City events (such as Dumpster Day and Earth Walk), and at the City’s permit counter.
-
- BE-1d** Partner with PG&E to conduct an electrification infrastructure and capacity feasibility study to identify expected increases in electricity demand due to building and vehicle electrification and identify infrastructure improvements (including local renewable energy and storage projects) to increase capacity to meet demand. During this process, work with MCE to provide projections on load changes due to electrification.
-
- BE-1e** Partner with MCE, the WFDDBCCC and/or other organizations to host regular workforce development trainings for installers, local contractors, and building owners/operators. Trainings would provide financial resources and technical requirements, including information on new electric appliances and approaches to electrification. Partner with community-based organizations to connect members of vulnerable communities to these training programs in plain language and in a culturally appropriate manner.
-
- BE-1f** Advocate for regional policy and programs that allow for utility rates that are supportive of electrification (i.e., electricity rates lower than natural gas rates).
-

Building Energy

BE-2

Electrify existing residential buildings to reduce natural gas consumption 26% by 2030 and 100% by 2045.



Existing building electrification requires the replacement of fossil-fueled systems with electric alternatives and provides the same GHG emission reduction, energy bill, and public health benefits as new building electrification. However, barriers to this measure have been recognized such as the cost for homeowners and members of disadvantaged and vulnerable communities that make it difficult to prioritize electrification. These community members will also face the greatest impacts if left as the last customers relying on the gas distribution system because they can least afford the significant bill increases anticipated to support aging and stranded natural gas infrastructure.²⁴ Therefore, implementation of this measure would include adoption of a reach code requiring all central air conditioning unit installations and replacements be two-way, providing both heating and cooling with a single unit for residential buildings. In Pinole, equitable distribution will be established through a variety of actions, including Action BE-2c, which aims to complete a residential existing building electrification feasibility analysis to determine the upfront and on-bill costs associated with building electrification strategies and draw on existing ordinances from similar jurisdictions to identify barriers to replacement and permit compliance (including equity barriers). Additionally, the City will create a water heater loaner program where residents who are replacing their natural gas-powered water heaters with electric-powered water heaters at the end of their useful lives can borrow or rent a working natural gas water heater from the City (Action BE-2k). In addition to reducing long-term cost burdens, electrification will also improve indoor air quality and increase home values.

24. https://greenlining.org/wp-content/uploads/2019/10/Greenlining_EquitableElectrification_Report_2019_WEB.pdf

Key Performance

Indicators:

- Residential natural gas consumption (% change)

Emissions 2030: 4,778
Reductions 2045: 19,273

BE-2a

Adopt a reach code in 2024 requiring all central air conditioning unit installations and replacements be two-way, providing both heating and cooling with a single unit for residential buildings.

The ordinance would apply to projects after calendar year 2024. The ordinance would be implemented through the building permit process.

BE-2b

After calendar year 2024, include major renovations (i.e., projects that affect over 50% of the building, add an additional 50% of gross floor space to the building, or value more than 50% of

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

BE-2b
cont.

the assessed value of the property at time of application submittal) in the all-electric new residential building requirements.

BE-2c

Complete a residential existing building electrification feasibility analysis by 2024 to determine the upfront and on-bill costs associated with building electrification strategies and draw on existing ordinances from similar jurisdictions to identify barriers to replacement and permit compliance (including equity barriers). This information will be used to inform and support future updates to the existing building electrification ordinances as well as the building electrification resource center (Action BE-2e).

BE-2d

Partner with Contra Costa County Department of Conservation and Development to create a virtual all-electric building resource center to provide residents information on available electrification assessments, turn-key installations by BayREN and/or state vetted contractors, low up-front costs and on-bill financing, and equipment and labor warranties.

BE-1e

As part of the building electrification resource center, partner with a provider such as Rising Sun to provide free assessments to rental and multi-family properties, as well as seniors and residents living on low incomes.

BE-2f

Partner with MCE and PG&E to review incentives, rebates, and on-bill financing options for procedural equity and then update the incentives to remove the identified barriers.

BE-2g

Partner with properties in Pinole that provide existing deed-restricted affordable housing, MCE, PG&E, and BayREN to initiate and complete an affordable housing electrification pilot project. Project will implement energy efficiency strategies to mitigate increased energy bills for occupants. Promote the pilot project as a case study for future projects in the City and the region.

BE-2h

Work with MCE and PG&E to conduct a cost-effectiveness study and design electricity and natural gas billing rates that make electrification the most cost-effective option to reduce energy bill burdens for residents living on low- and moderate- incomes.

BE-2i

Provide education around cooking with electric appliances and partner with local chefs, restaurants and/or Kitchen@812 to host cooking demonstrations at community events such as the Farmers Market. Integrate locally sourced food into the demonstrations to also educate community members on the GHG emission reduction and resilience benefits of local food.

BE-2j

Enforce ordinance compliance through a comprehensive permitting compliance program which may include, but is not limited to:

- Providing dedicated time for routine staff training to incorporate into existing building inspections.
- Imposing fees for noncompliance to offset staff costs and encouraging voluntary compliance.
- Establishing easy-to-understand web-based compliance checklists and permit applications.
- Facilitating online permitting.
- Providing zero-cost permit fees for heat pump installations.



City of Pinole Climate Action and Adaptation Plan (CAAP)

BE-2k Develop and implement a water heater loan program where residents who are replacing their natural gas-powered water heaters with electric-powered water heaters at the end of their useful lives can borrow or rent at no cost a working natural gas water heater from the City for a limited period of time (e.g., three weeks) to use during any electrical panel upgrade requirements to install an electric water heater. Participation in this program could serve as a mechanism to support thoughtful residential transition. Consider expanding the loan program to induction stoves as well.

BE-2l Partner with Rising Sun, or similar entity, to continue providing “Green House Calls” to residents to recommend energy-saving appliances and programs to help offset the costs of electrification.

BE-2m Work with PG&E to identify opportunities for natural gas infrastructure pruning to reduce the chance of stranded assets, provide potential funding, and establish an efficient transition to carbon-neutral buildings. Engage local developers, MCE, and vulnerable populations to assess the feasibility of adopting an end-of-flow ordinance that would require natural gas lines be capped and decommissioned in existing buildings by 2045.

BE-2n Adopt an end-of-flow ordinance that would require natural gas lines be capped and decommissioned in existing buildings by 2045.

“I'm not really sure how to track my home's energy consumption. But I do want to start tracking it. To see how my family and I can improve. I'm planning to ask my parents about it.”

– Pinole Community Member



Building Energy



BE-3

Electrify existing commercial and mixed-use (i.e., combined commercial and residential) buildings to reduce natural gas consumption 18% by 2030 and 100% by 2045.

Similar to residential building electrification, we must pursue commercial building electrification equitably to help small and minority-owned businesses benefit from electrification rather than be left with increasingly expensive gas appliances. Electrifying businesses involves buildings of larger sizes and different purposes. Therefore, this measure was designed to include the development of a building performance program to target a GHG per square foot goal for all commercial buildings over 20,000 square feet which will be implemented through three phases: data collection, retro commissioning, and performance standards. While the technology does exist today to fully electrify all commercial buildings, we must support our business owners to understand the options, resources, and benefits to electrifying their business. This measure has been developed to successfully electrify commercial buildings and mitigate the greatest impacts of climate change, by including education programs to raise awareness among business owners, provide financial incentives, and offer access to expertise regarding the options, support, and benefits of electrifying their establishments.

Key Performance

Indicators:

- Commercial natural gas consumption (% change)

Emissions 2030: 997
Reductions 2045: 5,868

BE-3a

Complete an existing commercial building electrification feasibility analysis in 2024 to determine the upfront and on-bill costs associated with building electrification strategies and draw on existing ordinances from similar jurisdictions to identify barriers to replacement and permit compliance (including equity barriers).

BE-3b

Adopt a reach code in 2024 requiring all central air conditioning unit installations and replacements be two-way, providing both heating and cooling

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

BE-3b
cont.

with a single unit for commercial and mixed-use buildings. The ordinance will be implemented through the building permit process. Track annual progress on commercial and mixed-use building electrification through the same permit tracking program developed for residential building electrification.

BE-3c

Evaluate the success of the pilot Pinole Energy Efficiency Rebate Program which offers for calendar year 2024 additional rebates to Pinole residents for energy efficiency improvements stacked on top of federal, state, or regional rebates or discounts. Work with Contra Costa County Department of Conservation and Development to restructure the pilot program as needed. Seek annual grant funding sources to sustain and support the program through.

BE-3d

Develop a building performance standard program to meet a specific level of energy use per square foot for all commercial and industrial buildings over 20,000 square feet.

Implementation and compliance support, including resources and tools which will be implemented through four phases:

1. Pre-development phase – Phase 1 – Staff to receive technical assistance from the Building Technologies Office in the Federal Office of Energy Efficiency and Renewable Energy (EERE). Per the EERE, technical assistance may take the form of:
 - Building stock analyses, including analysis of energy and emission impacts associated with building performance standard adoption
 - Performance target-setting and trajectories
 - Measure and technology prioritization and packaging
 - Cost-effectiveness analyses
2. Data collection phase – Phase 2 – All commercial and industrial building owners with floor area over 20,000 square feet report electricity and natural gas data through energy star portfolio manager
3. Retro commissioning phase – Phase 3 – All covered building owners complete a retro commissioning process to identify and correct system inefficiencies while identifying opportunities for electrification and downsizing of oversized equipment.
4. GHG Performance Standard – Phase 4 – Implement a building performance standard that requires buildings to meet a specific GHG performance level

BE-3e

Conduct targeted outreach and complete tailored campaigns during development of the building performance program (Action BE-3d) and electrification ordinance (Action BE-3b) to identify potential barriers to commercial and mixed-use electrification (including equity barriers) and educate commercial and mixed-use property owners on the potential cost savings and other benefits of electrification. Include targeted outreach to building owners that rent or lease space to small businesses and minority-owned businesses as well as the business owners and conduct a survey to such businesses to identify specific resources needed to support equitable building electrification.

BE-3f

Partner with Contra Costa County to provide small and minority-owned businesses, as well as commercial property owners who rent or lease space such business, electrification assessments. These assessments will be conducted by BayREN or state vetted contractors and include turn-key installations at low up-front costs. Additionally, the building electrification resource center (Action BE-2e) will provide equipment and labor warranties. Furthermore, partner with MCE or PG&E to provide on-bill financing.



City of Pinole Climate Action and Adaptation Plan (CAAP)

BE-3g

Partner with the Bay Area Council, Bay Front Chamber of Commerce, and Contra Costa County Green Business Program to inform, encourage, and facilitate electrification for commercial business owners.

BE-3h

Review incentives and rebates (from Action BE-3i) for procedural equity and develop a process so that existing and updated incentive programs continue to be equitably distributed to the community. Hurdles to equitable implementation could include credit checks, excessive procedural roadblocks, and lack of targeted outreach.

BE-3i

Work with MCE and PG&E to incentivize all-electric retrofits by combining rebate programs and financing mechanisms to create cost-effective electrification packages and develop bulk-purchasing opportunities for multi-unit development owners. Additionally, work with BayREN to educate the business community about the available incentives and include direct outreach to small, and frontline community-owned businesses and property owners who rent and lease space to frontline community-owned businesses.

BE-3j

Work with BayREN to identify highly efficient net zero energy building owners that meet the CPUC's hard-to-reach criteria and recognize them through the City's communication channels. Publicize commercial tax breaks to these building owners as well as commercial developers in Pinole.

BE-3k

Re-evaluate the building performance program (Action BE-3d) every three years to gauge implementation progress and phase expansion of program to smaller buildings.

BE-3l

Review and update Section 15.46.020 of the Municipal Code to require upon a transfer of ownership the disclosure of additional relevant weatherization information (e.g., ventilation standards, wall insulation, and installation of programmable thermostats) for residences and commercial buildings over 5,000 square feet. As part of this, work with Contra Costa County Department of Conservation and Development to promote the Weatherization Program for qualifying residents. Additionally, develop a City-specific disclosure checklist and coordinate with realtors/brokers to engrain the City's resale requirements into their work with buyers and sellers.

Building Energy

BE-4

Work with MCE to provide 100% carbon-free and renewable energy to at least 95% of the community by 2030.



MCE's Deep Green service eliminates fossil fuels sources electricity from their service, providing electricity from 100 percent renewable sources (i.e., solar, hydro, and wind).²⁵ While the California grid will continue to get cleaner as the Renewable Portfolio Standard progresses, MCE provides Pinole with GHG emission reduction potential in the meantime—especially when paired with all-electric buildings. Maintaining enrollment in MCE Deep Green will help leverage the benefits of renewable energy, fostering a sustainable and resilient community while reducing GHG emissions. The City will adopt a resolution to enroll all of Pinole's residents and businesses in MCE's Deep Green (or alternatively, Light Green if it is 100 percent carbon-free) by 2030 (Action BE-4a), and work with MCE as part of Action BE-4b to create a funding and subsidy plan/program for customers enrolled in the CARE or FERA programs to opt-up to MCE's Deep Green option. The City will continue working with MCE to understand the hurdles and barriers that residents and business owners may encounter related to maintaining low opt-out rates as well as provide education and targeted outreach that clearly detail the benefits of using carbon free and renewable energy in homes and businesses.

25. <https://www.c2es.org/content/renewable-energy/>

Key Performance

Indicators:

- Accounts enrolled in MCE Deep Green (%)
- Communitywide electricity emission factor (MT CO₂e/kWh)

Emissions 2030: 3,200
Reductions 2045: 0

BE-4a

Support MCE in building capacity and funding to provide all Pinole customers 100% carbon-free and renewable energy and adopt a City resolution to automatically enroll all Pinole residents and businesses in carbon-free and renewable from MCE (e.g., MCE's Deep Green option) by 2030. The resolution shall include identification of a funding or subsidy plan/program (Action BE-4b) to avoid cost increases to customers enrolled in the California Alternate Rates for Energy (CARE) or Family Electric Rate Assistance (FERA) programs (Action BE-4b).

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

BE-4b

In support of Action BE-4a, work with MCE to create a funding and subsidy plan/program for customers enrolled in the CARE or FERA programs to opt-up to MCE's Deep Green option. This may include subsidizing costs to customers who participate in CARE/FERA programs through non-discounted customer rate increase or obtaining of funding for vulnerable communities.

BE-4c

Continue to work with MCE to conduct an annual analysis of opt-out rates in the City and expand the research to understand why residents and businesses opt out of MCE. Include targeted outreach to residents living on low- and fixed-incomes and vulnerable communities to identify barriers to remaining with MCE.

BE-4d

Continue to partner with MCE to conduct educational campaigns, including tabling at community events, establishing informational resources on the City's website, regularly posting on social media, and developing energy bill inserts, to highlight the benefits of 100% renewable energy and promote the available incentives.

BE-4e

Conduct targeted outreach campaigns to convert PG&E direct access customers to MCE by promoting available incentives and promoting the economic and business benefits of 100% renewable energy.

Building Energy

BE-5

Increase generation and storage of local community-scale renewable energy.



While all-electric buildings can be carbon neutral and produce lower energy bills than those powered by natural gas, we must also prioritize reliability and safety. Pairing all-electric buildings with local solar photovoltaics and battery storage can insulate the community from public safety power shutoffs and grid outages, increasing the resilience of our buildings. Additionally, local solar and battery storage can reduce energy bill burdens by reducing the electricity purchased from the grid and avoiding purchase during peak hours. However, solar and battery storage come with high upfront costs that may be difficult for members of disadvantaged and vulnerable communities to prioritize. There can also be a disconnect between owners and occupants of rental or multi-family properties where the owner takes on the cost burden and the residents reap the benefits. To create an equitable transition to renewable energy, the actions developed with the measure provide a framework that focuses on partnerships (Action BE-5d) and financing mechanisms (Action BE-5f) to provide local solar to disadvantaged and vulnerable communities and explore opportunities for community solar. Increased use of renewable energy and zero-carbon sources supports SB 100, which requires at least 60 percent of energy supplied in California be renewable by 2030 and be 100 percent renewable and carbon-free by 2045.²⁶

26. <https://www.energy.ca.gov/sb100>

Key Performance

Indicators:

- Renewable energy generation capacity installed (MWh)
- Energy storage capacity installed (MWh)

Emissions

Reductions

Not
Quantified

BE-5a

Adopt a Solar Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install solar systems and storage that meet minimum requirements of Tier 2 Voluntary Standards under CalGreen.

BE-5b

Continue to establish and streamline standards, permit requirements and processes for electrification-related installations such battery storage systems to allow for easier implementation of these technologies in the City.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

BE-5c

Install a co-located community solar and storage facility to benefit affordable housing sites using Equity Resilience Incentives under the Self-Generation Incentive Program available through the California Public Utilities Commission.

BE-5d

Collaborate with PG&E, MCE, Contra Costa College, the Academy of Art University School of Motion Pictures & Television and/or other regional and local community partners to support and incentivize local on-site energy generation and storage resources. This could include:

- Connecting home and business owners, particularly those in vulnerable communities, to incentives for renewable energy and storage including Net Metering Programs through PG&E for bill credits, the federal investment tax credit, and the California Public Utilities Commission's (CPUC) Disadvantaged Communities-Single-Family Solar Homes (DAC-SASH) program, Self-Generation Incentive Program (SGIP) and Equity Resilience rebates that provide an upfront rebate for battery storage.
- Promoting installation of storage technology in concert with renewable energy infrastructure through multilingual education programs, outreach, and information provided via City platforms and communication channels.
- Create community spotlight campaigns highlighting interviews with Pinoleans who have paired installation of storage technology with renewable energy infrastructure.
- Providing workshops to large commercial developers and large business property owners on the benefits of microgrids and energy resilience.
- Creating a strike team to conduct engagement efforts for the commercial sector to identify ways the City can support commercial energy storage installations and neighborhood scale microgrid opportunities.

BE-5e

Expand the partnership with GRID Alternatives through increased funding/support and promote the benefits of renewable energy through multi-lingual educational programs to facilitate an equitable transition to renewable energy.

BE-5f

Partner with CBOs and homeowner's associations (HOAs) through the City's professional grant writing consultant, who will support the identification, conceptualization, preparation, and submittal of grant applications to secure funding for community-scale renewable energy projects. Utilize any grant funded projects as City pilot projects to demonstrate the success of the program and opportunities available.

"The faster we implement energy source revisions or investments; the more money Pinole will save in the long run."

– Pinole Community Member



Transportation

- TR-1** *Create a safe and connected active transportation network linked to Pinole Creek to increase active transportation mode share to 5.5% by 2030 and 11.5% by 2045.*
- TR-2** *Implement public and shared transit improvements and programs to achieve a 13% public transit mode share by 2030 and 18% by 2045.*
- TR-3** *Develop programs and policies to discourage driving single passenger vehicles and to support the active transportation and public transit mode share goals of Measures TR-1 and TR-2.*
- TR-4** *Increase passenger zero-emission vehicle (ZEV) use and adoption to 33% by 2030 and 100% by 2045.*
- TR-5** *Increase commercial zero-emission vehicle (ZEV) use and adoption to 30% by 2030 and 100% by 2045.*
- TR-6** *Electrify or otherwise decarbonize 15% of off-road equipment operations by 2030 and 100% by 2045.*

Transportation



TR-1

Create a safe and connected active transportation network linked to Pinole Creek to increase active transportation mode share to 5.5% by 2030 and 11.5% by 2045.

In addition to reducing vehicle miles traveled (VMT), and in turn GHG emissions, increasing safe active transportation options provides health, mobility, and livability benefits. Increasing opportunities for safe active transportation—any self-propelled, human-powered form of transportation such as walking, biking, skating, or scooting—increases our opportunity for physical exercise and recreational activities. With the Pinole Creek traversing the City, we have a direct opportunity to provide interconnected network that links residential neighborhoods, schools, and commercial centers to Pinole Creek and thereby to each other (Action TR-1b). Active transportation also improves mobility, providing community members who cannot drive with affordable options to travel safely and independently. Simultaneously, it bridges the first- and last-mile gap by providing extended mobility options. This measure will include completion and implementation of the Active Transportation Plan (Walk and Roll Pinole), which is being prepared as of the time of this drafting.²⁷ The City will also periodically host open street events to transform streets into non-motorized spaces instantly and at a low cost. We can collectively overcome the traditional hurdles associated with active transportation (e.g., infrastructure constraints, safety concerns, and inadequate facilities) through thoughtful planning, investing in active transportation infrastructure, implementing safety improvements, and fostering a cultural evolution towards making Pinole a 15-minute City, which is defined as a community where people can access key amenities by actively commuting no more than 15 minutes.

27. https://ghd.mysocialpinpoint.com/pinole_atp

Key Performance

Indicators:

- Active transportation mode share (%)
- Bike lanes installed (miles)
- Bicycle repair stations and parking structures installed (#)

Emissions 2030: 107
Reductions 2045: 256

TR-1a

Conduct an analysis of existing bicycle and pedestrian conditions during the development of the Active Transportation Plan with a focus on identifying residential communities, commercial uses, schools, and open spaces currently disconnected from the Creek, due to freeways and lack of connections on busy roads. Build on the interactive map created to solicit community input regarding the Active Transportation Plan on “Pinole Speaks,” the City’s public input website to display the active transportation conditions

Pillars



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Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

TR-1a
cont.

identified and allow community feedback through the webpage.

TR-1b

Complete the Active Transportation Plan with a focus on creating safe and connected active transportation networks that link residential neighborhoods, schools, and commercial centers to Pinole Creek and thereby to each other. The plan will include:

- A prioritized list of pathways to be installed or upgraded to include shared-use paths, buffered bike lanes, bike boulevards, and separated bikeways.
- A prioritized list of bicycle parking or storage and equipment repair infrastructure.
- Information on additional infrastructure installed as part of the plan, such as trash and recycling receptacles to prevent waste from entering the creek due to increased usage.
- A schedule for reducing vehicle speed limits at prioritized locations.
- Available funding sources for infrastructure buildout.
- Use of sustainable materials, when feasible

Prioritization shall focus on achieving an equitable active transportation system where all Pinole residents have access to critical connections and mobility options.

TR-1c

Partner with Contra Costa Transportation Authority to pursue funding from Caltrans' Active Transportation Program or similar funding opportunities to implement improvements from the City's Active Transportation Plan.

TR-1d

Partner with an entity such as the Metropolitan Transportation Commission, 511 Contra Costa, or the Contra Costa Transportation Authority to expand existing rebate programs to help families living in Pinole on low- and fixed-incomes purchase alternative modes of transportation (e.g., bicycles, scooters, rollerblades, skates, skateboards) and appropriate safety gear.

TR-1e

Partner with Bike East Bay and/or other non-profit groups to periodically close streets with connections and vistas of the Creek to cars to host walk/bike/roll (car-free) community events that demonstrate the benefits of a safe and connected active transportation network. Coincide these community events with regular active transportation events to encourage and reward residents for participation.

TR-1f

Partner with schools, youth sports leagues, the Pinole Police Department, the Pinole Community Services Commission and community groups such as Friends of Pinole Creek Watershed, 511 Contra Costa, Pinole Valley Earth Team, Pinole Rotary, and local Tribes to teach students and families bicycle and pedestrian safety and educate them on the safe route availability and the health and environmental benefits of walking and bicycling, as well as the history of the Pinole Creek ecosystem and surrounding natural lands.

TR-1g

Partner with an electric bike provider or rental company to pilot an electric-bike rental program at the Pinole Library. Track use of the program, including equity indicators, to monitor its success and evaluate continuation of the program.

TR-1h

Install bike repair stations along the Pinole Creek and other prime locations, and consider partnering with a local bike shop to provide quarterly bicycle repair support for residents traveling along the bike path or at a designated, central location.



City of Pinole Climate Action and Adaptation Plan (CAAP)

TR-1j

Implement 100% of the Active Transportation Plan by 2030 to achieve a 5.5% active transportation mode share by 2030 and 11.5% by 2045.

"Most services can be accessed on foot, but there are some barriers and difficult routes, missing curb cuts and unmarked crossings. These improvements would make the city safer for pedestrians."

– Pinole Community Member

Transportation

TR-2

Implement public and shared transit improvements and programs to achieve a 13% public transit mode share by 2030 and 18% by 2045.



Increasing public transit mode share provides benefits beyond reducing GHG emissions from vehicles. Public transit and shared transportation can shift communities towards a healthier future by reducing local air pollutants and boosting quality of life. Public transportation has substantially lower crash rates and lower crash severity than automotive travel. It also provides cost saving opportunities to the public due to savings from less fuel, maintenance, insurance, and registration costs.²⁸ Further, public transportation fosters public health improvements because most public transit users regularly walk or bike to access points. This trend can result in improved health and reduced medical expenses when coupled with the local air quality improvements that reduced mobile combustion of fossil fuels provides. Based on community responses to the CAAP survey, approximately 78 percent of respondents said that they do not utilize active transportation currently because it takes too long to get where they need to go. Approximately 61 percent of respondents also noted that they like the freedom of leaving and arriving on their own schedule. Therefore, implementation of this measure would include completing a prioritization study to determine transit priority corridors and the best potential locations for expansion to improve transit accessibility. Based on the prioritization study, a plan would be developed to expand routes and schedules; provide consistent labeling; create safe, clean, and convenient shelters; and monitor the routes to confirm they meet the needs of the community.

28. <https://www.transportation.gov/mission/health/Expand-Public-Transportation-Systems-and-Offer-Incentives#:~:text=Investments%20in%20public%20transportation%20have,crash%20severity%20than%20automotive%20travel>.

Key Performance

Indicators:

- Public transit mode share (%)
- Bus service added (hours/week or miles)

Emissions 2030: 256
Reductions 2045: 559

TR-2a

Partner with Western Contra Costa Transit (WestCAT) to conduct a prioritization study to determine transit priority corridors and best potential locations for WestCAT expansions (including the Hercules Intermodal Transit Center and Richmond BART Station) to reduce transit travel times from/to Pinole. The study shall include an analysis of existing shelters and schedules, a survey of existing commuter patterns, analysis of potential latent demand, and targeted outreach to residents living on low- and moderate-incomes

Pillars

- | | |
|-------------------|--------------|
| Structural Change | Funding |
| Education | Partnerships |
| Equity | Feasibility |

Co-Benefits

- | | |
|---|-------------------|
| Access to healthy food | Cost savings |
| Cleaner air/water | More green spaces |
| Improved accessibility | Improved economy |
| Disaster preparedness, safety, and resilience | |



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- TR-2a cont. and members of vulnerable communities to understand the concerns around or equity barriers to using public and/or shared transit.
-
- TR-2b Conduct a feasibility study to assess the potential impacts and costs of a park-and-ride facility in Pinole and identify potential locations.
-
- TR-2c Work with WestCAT to complete an analysis of potential design improvements, such as seating and shading bus shelters and along active transportation routes to increase use.
-
- TR-2d Work with WestCAT to improve transit accessibility for people with disabilities by ensuring physical accessibility (i.e., ramps, lifts, and tactile paving), providing both audio and visual information; training staff on how to assist people with disabilities and handle equipment; and actively engage people with disabilities in the decision-making process.
-
- TR-2e Partner with WestCAT and the Contra Costa Transportation Authority to implement a free public transit pilot program for students, foster youth, and unhoused youth in Pinole that makes it free for participants to travel via WestCAT.
-
- TR-2f Based on the prioritization studies (TR-2a - TR-2c), develop a plan to prioritize infrastructure improvements in existing neighborhoods that increase access to and use of public transit. The plan shall include projects and timelines to:
- Expand WestCAT routes and schedules
 - Cohesively identify all existing and new shelters so that there is consistent branding, map formats and information displays (this would also support implementation of Measure EH-1)
 - Provide safe and convenient shelters with benches, shade, hand sanitizing stations, area maps, and native plants
 - Establish a schedule to annually monitor routes and schedules to confirm they meet the needs of the community
-
- TR-2g Engage with Caltrans to design and install a park and ride facility, which may include implementing efficient traffic flow systems.
-
- TR-2h Partner with 511 Contra Costa to educate Pinole residents, commuters, and students on available transit opportunities through free commute consultations and provide qualifying commuters with financial incentives to take transit, such as pre-loaded Clipper cards and a Guaranteed Ride Home program.
-
- TR-2i Partner with WestCAT and the Contra Costa Transportation Authority to pursue funding for the prioritization study and plan (TR-2a - c and TR-2f) through MTC's One Bay Area Grant funding, or similar funding opportunities.
-
- TR-2j Partner with the West Contra Costa Unified School District and/or private schools to evaluate mobility needs and expand bus routes where necessary to increase access to and use of school bus transportation to schools, including services for after-school hours for student and their guardians
-

Transportation



TR-3

Develop programs and policies to discourage driving single passenger vehicles and to support the active transportation and public transit mode share goals of Measures TR-1 and TR-2.

We recognize that supporting active transportation and public transit will require making the systems more accessible, convenient, and safer (Measure TR-1 and TR-2) and coupled with implementation of programs and policies to discourage driving, we can realize meaningful transformations in our mobility network that impact much more than just transportation. Developing programs and policies to discourage driving single occupancy vehicles such as the development of Transportation Demand Management (TDM) Plans that provide a defined set of strategies aimed at maximizing traveler choices (Action TR-3a) will be a primary component of this measure.²⁹ This measure also includes an action to create a Pinole Parklets program in existing parking areas with a distinctive design that incorporates seating, greenery, and/or bike racks and accommodate unmet demand for public space on neighborhood retail streets or commercial areas (Action TR-3b). Implementation of this measure would also include developing partnerships to identify gaps in the mobility network to prioritize cross-jurisdictional collaboration and connect the region, reducing the need for single occupancy vehicles. Additionally, the City will analyze and work to mitigate the potential community impacts and feasibility and benefits of implementing disincentive-based policies for driving single-passenger vehicles.

29. https://ops.fhwa.dot.gov/plan4ops/trans_demand.htm

Key Performance

Indicators:

- Ordinance adopted
- Feasibility study status
- Parklets installed (#)

Emissions Reductions

Not Quantified

TR-3a

Adopt an ordinance requiring all employers to develop a Transportation Demand Management (TDM) Plan and require large employers (i.e., more than 25 employees) to include money-based incentives for employees to bike, walk, carpool, or take public transit to work. Additionally, complete a comprehensive study to establish an Average Vehicle Ridership (AVR) that accurately reflects Measure TR-1 and TR-2's goals.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

- TR-3b Create a Pinole Parklets Program to install parklets in the downtown and other commercial areas of the City and engage with businesses to gain sponsorship for the parklets.
-
- TR-3c Require informative signage be included at the parklets designed through the Pinole Parklet Program (Action TR-3b) that provide information on the benefits of ecosystem services at all scales, and the health impacts associated with reducing single occupancy vehicle trips.
-
- TR-3d Partner with local jurisdictions, public transit providers, and CBOs to identify gaps in the mobility network that can be prioritized for cross-jurisdictional collaboration to connect the region and reduce the need for single occupancy vehicles.
-
- TR-3e Conduct an analysis of the potential community impacts and feasibility and benefits of implementing disincentive-based policies for driving single-passenger vehicles, including a congestion charge program, limiting parking options, increased local taxes (income tax, gasoline tax, or car registration tax), and Transportation Network Companies (TNC) user taxes. Include analysis of potential equity impacts of the policies and identification of potential equity metrics to address equity concerns when developing policies.
-
- TR-3f Consider opportunities to fund transportation system improvements through disincentive-based program revenues and/or a tiered TDM fee for employers who do not achieve the established AVR by 2030 to establish an equitable transition to more sustainable modes of transportation.
-
- TR-3g Conduct AVR surveys of Pinole businesses every three years to determine weekday AVR and mode share split, perceived barriers to telecommuting and alternative modes of transportation (i.e., modes other than single-occupancy vehicles), and interest in sustainable transportation amenities, infrastructure, and events/resources.
-
- TR-3h Consider development applications that will improve the community by increasing density in transit-rich areas and connecting residents of multi-family, and/or affordable housing sites to public and shared transit options.

“Better active transportation infrastructure seems achievable to me and seems it could provide economic benefits as well.

– Pinole Community Member

Transportation

TR-4

Increase passenger zero-emission vehicle (ZEV) use and adoption to 33% by 2030 and 100% by 2045.



Widespread adoption of passenger ZEVs provides a range of benefits including reduced GHG emissions from avoiding local combustion of fossil fuels; improved public health through enhanced overall air quality;³⁰ and cost savings by reducing dependence on traditional fuel sources.³¹ However, it is important that the transition is equitable and accessible. Purchasing or leasing a ZEV and upgrading infrastructure to allow for charging can be an upfront cost difficult for members of disadvantaged and vulnerable communities to prioritize. Similarly, residents of rental and multi-family properties may lack the property rights to make upgrades. Therefore, we will focus on an equitable transition to ZEVs through installation of 270 publicly available chargers by 2030, implementation of financing mechanism, and education. Locations for the chargers will be determined during completion of a preliminary feasibility study that will include an evaluation of opportunities and prioritization of locations to increase the equitable distribution of publicly available EV chargers to residents of multi-family homes and residents living on low- and moderate-incomes, as well as consideration for optimizing daytime charging by placing chargers at locations where people are most frequently during the day. The City will also work with MCE and PG&E to incentivize residential electric vehicle charger installations and panel upgrades through on-bill financing.

30. <https://www.sciencedirect.com/science/article/abs/pii/S0048969723003765?via%3Dihub>

31. https://afdc.energy.gov/fuels/electricity_benefits.html

Key Performance

Indicators:

- Passenger ZEV adoption (%)
- Publicly accessible chargers installed (#)

Emissions 2030: 3,832
Reductions 2045: 13,839

TR-4a

Adopt an EV reach code by 2025 requiring new commercial and multifamily construction to install the minimum number of EV chargers based on Tier 2 CalGreen requirements (20% of total parking spaces).

TR-4b

Adopt an EV reach code by 2026 requiring major multifamily building retrofits to install the minimum number of EV chargers based on Tier 2 CalGreen requirements (20% of total parking spaces) and major commercial retrofits (with a square footage larger than 10,000 square feet or

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

TR-4b
cont.

modifications for electric service panels) to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.

TR-4c

Adopt an ordinance that bans the development of any new, or expansion, renovation or relations of any existing, fossil fuel gas stations in the City prior to the expiration of the Urgency Ordinance. The process should include:

1. Determining and defining an outreach process.
 2. Preparing a General Plan, Specific Plan, and Zoning Ordinance text amendment, which would establish Service Station land use as Not Permitted by Table 17.20.030-1 in the PMC, making all existing service stations legal non-conforming and subject to Section 17.14.080 of the Municipal Code.
 3. Determine if any streamlining enhancements to existing provisions in the PMC that incentivize the expansion, modification, or retrofit of an existing service station to incorporate biodiesel or other alternative fuels or charging stations for electric vehicles should be considered.
 4. Take the Amendments through the required public review process, including Planning Commission recommendation and City Council adoption.
 5. Continue to direct staff to explore options for additional charging at City-owned/maintained properties and private facilities for public benefit.
-

TR-4d

Update Pinole’s permit process for EV chargers to create a streamlined process for residents and businesses that is consistent with the State’s Electric Vehicle Charging Station Permitting Guidebook (as well as AB 970, AB 1236, and Pinole Municipal Code Chapter 15.58).

TR-4e

Prepare a feasibility study to evaluate opportunities for installation of EV charging stations at City owned facilities. The feasibility study will assess electrical capacity, electrical demand, financial constraints, funding sources and parking utilization to provide a prioritized list of locations to install new publicly accessible EV charging stations.

TR-4f

In the feasibility study, include evaluation of opportunities and prioritization of locations to increase the equitable distribution of publicly available EV chargers to residents of multi-family homes and residents living on low- and moderate-incomes, as well as consideration for optimizing daytime charging.

TR-4g

Work with MCE and PG&E to incentivize residential electric vehicle charger installations and panel upgrades through on-bill financing. Promote the incentives through multi-lingual outreach material on the City’s website and at community events.

TR-4h

Work with MCE to promote and provide technical assistance for their Residential EV Rate Plan and MCE Sync charging app to help community members charge during off-peak hours and save money on home charging.

TR-4i

Coordinate with community-based organizations, local agencies, and non-profits such as Charge Up Contra Costa, 511 Contra Costa, and Cool the Earth to conduct zero-emission vehicle (ZEV) education events for residents and targeted events for residents living on low- and moderate-incomes as well as residents living in multi-family buildings that would engage the community to evaluate the barriers to ZEV adoption, promote information on the costs and benefits of owning ZEVs, and detail the steps on how to receive incentives for ZEVs.



City of Pinole Climate Action and Adaptation Plan (CAAP)

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| <div style="border: 1px solid orange; border-radius: 5px; padding: 2px 5px; display: inline-block;">TR-4j</div> | Work with Contra Costa County Department of Conservation and Development to create an EV charging etiquette policy that encourages a seamless charging experience, fosters community collaboration, and promotes sustainable practices for the benefit of all electric vehicle users and the environment. |
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| <div style="border: 1px solid orange; border-radius: 5px; padding: 2px 5px; display: inline-block;">TR-4k</div> | Develop an equitable charging fee structure that provides accessibility for all users, regardless of socio-economic background, fostering inclusivity and promoting widespread adoption of electric vehicles. |
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| <div style="border: 1px solid orange; border-radius: 5px; padding: 2px 5px; display: inline-block;">TR-4l</div> | Develop outreach and education materials and distribute them to local businesses, property owners, and developers on the financial (e.g., new funding streams), environmental, and health, and safety benefits of ZEVs. Provide information on available funding opportunities and the City's streamlined permitting process. |
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| <div style="border: 1px solid orange; border-radius: 5px; padding: 2px 5px; display: inline-block;">TR-4m</div> | Collaborate with neighboring jurisdictions and the Contra Costa Transportation Authority to develop a zero-emission vehicle car share network. |
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| <div style="border: 1px solid orange; border-radius: 5px; padding: 2px 5px; display: inline-block;">TR-4n</div> | Coordinate with car share companies and community-groups to develop an affordable, zero-emission vehicle car share program to serve affordable housing and/or multifamily developments with a priority to target residents living on low - and moderate-incomes. |
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| <div style="border: 1px solid orange; border-radius: 5px; padding: 2px 5px; display: inline-block;">TR-4o</div> | Based on the prioritized list of locations developed through actions TR-4d and TR-4e, install at least 267 new publicly accessible level II chargers by 2030 and 323 by 2045, through public-private partnerships and on City-owned properties. |
|---|---|
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- Page 243 of 422



Transportation



TR-5

Increase commercial zero-emission vehicle (ZEV) use and adoption to 30% by 2030 and 100% by 2045.

Commercial ZEVs, such as electric delivery vehicles, can help to reduce operating costs by minimizing fuel and maintenance expenses. For this transition to be successful, it is important that businesses of all sizes have access to the resources and support they need to make the transition. Diesel-powered commercial vehicles are a significant source of particulate matter and other harmful pollutants, which can have negative health impacts, especially for vulnerable populations such as children, older adults, and those with respiratory conditions. By transitioning to ZEVs, businesses can contribute to cleaner air and a healthier community and play an active role in establishing the most sustainable future. Implementation will include analyzing the commercial vehicle fleets in the City and identifying employers to work with to accelerate ZEV adoption through outreach and education. Additionally, the City will identify opportunities to fund additional charging infrastructure through leveraging public/private partnerships and implement local tax breaks to incentivize commercial fleet electrification, where feasible.

Key Performance

Indicators:

- Commercial ZEV adoption (%)

Emissions 2030: 2,303
Reductions 2045: 8,186

TR-5a

Work with the Bay Area Air Quality Management District, Pacific Gas & Electric, and or similar entities to identify and provide funding for electric vehicles and charging infrastructure for disadvantaged or vulnerable business owners.

TR-5b

Create a summary of commercial vehicle fleets in Pinole and identify employers to work with to accelerate ZEV adoption through targeted education.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

TR-5c

Encourage commercial vehicle fleet operators to accelerate electrification by providing them educational material on the benefits of zero emission vehicles (e.g., fuel cost savings through networked charging and current availability of zero emission vehicles ahead of State mandates), educating them on the City's streamlined permitting process, and compiling and distributing information on potential funding opportunities.

TR-5d

Implement local tax breaks to incentivize commercial fleet electrification.

TR-5e

Investigate opportunities to help fund additional EV charging infrastructure by leveraging public/private partnerships and ensuring the City is charging for EV infrastructure use at City-owned facilities.



Transportation



TR-6

Electrify or otherwise decarbonize 15% of off-road equipment operations by 2030 and 100% by 2045.

Decarbonizing off-road equipment offers significant GHG emission reductions and air quality improvements. Off-road equipment, such as landscaping equipment and construction equipment, emit both GHG emissions (approximately 7 percent of the City's total emissions, as shown in Chapter 2) and local smog-forming emissions. In California, total smog-forming emissions³² from small off-road engines exceed emissions from light-duty passenger vehicles.³³ Operating a commercial gas-powered leaf blower for one hour emits smog-forming pollution comparable to driving a new light-duty passenger car about 1,100 mile or over 15 hours of driving. These characteristics mean zero-emission alternatives for off-road equipment can help create a cleaner and healthier City. However, decarbonizing off-road equipment requires upfront costs that can be difficult for residential and business members of disadvantaged and vulnerable communities to navigate. An equitable transition to zero-emission off-road alternatives, as supported specifically by Actions TR-6d and TR-6e, requires a multi-faceted approach that addresses both the technical and financial barriers to adoption. As part of this, the City will develop a multi-lingual Off-road Equipment Replacement Outreach Campaign that provides information to contractors, residents, and fleet operators in the City.

32. Although not a GHG emission, smog is directly related and is the most pervasive form of air pollution, immediately impacting our ability to breathe and causing underlying health conditions to worsen. <https://ww2.arb.ca.gov/our-work/topics/air-pollution>

33. <https://ww2.arb.ca.gov/resources/fact-sheets/sore-small-engine-fact-sheet>

Key Performance

Indicators:

- Off-road equipment decarbonized (%)

Emissions 2030: 1,245
Reductions 2045: 10,721

TR-6a

Create a phased ordinance by 2026 to ban the local operation of gasoline and diesel-powered off-road equipment by type (e.g., lawn and garden, construction), including banning local operation of gasoline and diesel-powered small off-road equipment (SORE) by 2028. Update the ordinance based on a regular review of relevant state regulations, regional rules, and available technology.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

TR-6b

Establish a communication and outreach program to raise awareness of the ordinance, educate community members on the benefits of and funding opportunities for offroad decarbonization, and collect data on offroad fleet and decarbonization trends in the community (e.g., through outreach sampling and surveying).

TR-6c

As part of Action TR-6b's program, investigate off-road equipment fleets in the City to identify fleets with the highest decarbonization potential, fleets owned by small and minority businesses that will need targeted support and incentives to decarbonize or electrify, and fleets that do not currently have zero-emission alternatives. Utilize these findings to develop the phased off-road ordinances.

TR-6d

As part of Action TR-6b's program, develop a multi-lingual Off-road Equipment Replacement Outreach Campaign that provides information to contractors, residents, and fleet operators in the City, with a target towards those identified in Action TR-6c. Information should include equivalent alternatives to fossil-fueled off-road equipment, public health, and safety benefits of alternative equipment technology, and funding opportunities available (i.e., Clean Off-Road Equipment Voucher Incentive Program [CORE]).

TR-6e

Partner with surrounding jurisdictions and the Bay Area Air Quality Management District (BAAQMD) to develop a rebate and incentive program for upgrading off-road equipment and switching to electric or biofuels. Develop the program with a focus on procedural equity and prioritize funding distribution to disadvantaged and vulnerable communities.



Solid Waste

- SW-1** *By 2025, reduce organics to landfill by 75% to meet or exceed SB 1383 organic waste diversion requirements through composting and edible food recovery.*
- SW-2** *Reduce landfilled inorganic waste 35% by 2030 and 90% by 2045.*
- SW-3** *Meet CalGreen's current 65% construction and demolition (C&D) materials diversion requirements on all covered projects.*
- SW-4** *Analyze opportunities to enhance the City's Wastewater Treatment Plant to divert organic waste from the landfill and increase organics recovery.*
- SW-5** *Establish new programs to meet the City's SB 1383 annual procurement target (i.e., 1,073 tons of compost) by 2030.*

Solid Waste

SW-1

By 2025, reduce organics to landfill by 75% to meet or exceed SB 1383 organic waste diversion requirements through composting and edible food recovery.



Organic waste, which includes any material that is biodegradable and comes from either a plant or an animal, accounts for more than 33 percent of the State’s waste stream.³⁴ In California alone, there are more than 6 million tons of food waste or food scraps thrown into landfills every year, representing approximately 18 percent of all materials that go to a landfill.³⁵ Methane gas, a powerful GHG pollutant 28 times more potent than carbon dioxide, as detailed in Chapter 2 and Appendix A, is released from the anaerobic or oxygen free decomposition of organic waste, making landfills a significant source of GHG emissions. Landfilled organic waste emits 20 percent of the state’s total methane. Therefore, diverting organic waste from landfills through the recovery of edible food for human consumption or through composting prevents these emissions. To implement a successful organic waste diversion program, the City will establish partnerships with local Community Based Organizations to provide clear, multi-lingual outreach materials for high organic generation commercial accounts to educate management and staff about best practices in food waste reduction and surplus food donation (Action SW-1d) as required by SB 1383. Implementation will include developing a comprehensive organics collection and edible food recovery program for low income and fixed income people to ensure access to edible surplus food recipients such as food banks and other food recovery organizations. Additionally, because names have meaningful connotations, the City’s traditional “Dumpster Day” will be rebranded into the City’s “Resource Recovery Day,” in both name and concept.

34. <https://www.sciencedirect.com/science/article/abs/pii/S0048969723003765?via%3Dihub>

35. https://afdc.energy.gov/fuels/electricity_benefits.html

Key Performance

Indicators:

- Landfilled organic waste (% change)
- Edible food diverted (%)

Emissions 2030: 2,934
Reductions 2045: 3,570

SW-1a

Through MOUs with the City’s waste haulers, establish requirements by 2024 for waste haulers to perform annual performance assessments to determine compliance with SB 1383 requirements. If the performance assessments show the hauler is not on target, meet with the hauler and RecycleMore staff to establish prioritized actions for the hauler and/or RecycleMore to complete. Additionally, utilize the assessments to identify trends in contamination and integrate lessons learned into the educational program as part of Action SW-1e.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

SW-1b

Partner with RecycleMore, Sustainable Contra Costa, or similar entities to complete community based social marketing (CBSM) targeted outreach and education campaign by 2025 to high organic generation commercial accounts to educate and train commercial generators' management and staff about best practices in food waste reduction and surplus food donation. As part of this effort, develop successful case studies for Pinole food facilities to provide best practices, cost savings and other methods to energize food facility managers and staff to fully participate in the organics diversion and edible food recovery programs.

SW-1c

In concert with Economic Development programs, establish a Pinole business outreach campaign and recognition program by 2025 to celebrate restaurants/food facilities with the highest diversion and edible food recovery success. Create a space on the City's CAAP website to highlight the campaign and leaders in the community, as well as provide a plaque or alternative community recognition that emphasizes the successful initiatives.

SW-1d

Establish a program by 2024 to distribute organics pails at grocery stores in lower-resourced areas and community events (e.g., Farmers Markets, California Coastal Cleanup Day, Pinole's Dumpster Day, Earth Walk). Additionally, directly connect with property owners/managers of low- and moderate- income rental housing to distribute food pails directly to housing units. Through the program, track how many pails are distributed quarterly.

SW-1e

Establish and maintain an ongoing education program informing the community about compostable materials and upcoming at-home composting workshops, including regularly updated guidelines on composting, especially paper, distributed bi-annually and made available at the City permit counter, grocery stores, as well as at farmers' markets, California Coastal Cleanup Day, Pinole's Dumpster Day, Earth Walk and other community events.

SW-1f

Transform Pinole's "Dumpster Day" into "Resource Recovery Day," in both name and concept, by introducing a community swap meet element where residents exchange/recycle household goods in preference to conventional commerce and waste. At the event, the City can provide education about organics diversion (including the concept of closing the loop for organics material and edible food recovery) and the "Buy Nothing" movement, and feature special compost giveaway events (e.g., free organics pails). The City will also accept traditionally discarded materials (e.g., glass, clothing, furniture, etc.) and trash item at the Resource Recovery Day.

SW-1g

Work with local grocery stores and retail food markets, the Contra Costa and Solano Food Bank Rescue Program, RecycleMore, and community groups to understand the criteria for acceptable food for recovery and establish a more robust food rescue and distribution program to divert additional edible food to food insecure residents.

SW-1h

Identify and support school organizations in the City (e.g., leadership, sustainability, and environmental groups or clubs) to start "Go Organics" programs to initiate, educate, and implement robust organics collection programs on campus in collaboration with the City's waste hauler and RecycleMore.

SW-1i

Develop presentations for all schools in Pinole to:

- Educate students, staff, and teachers on how to implement an efficient, yet robust organics collection program.
- Educate students, staff, and teachers on the benefits of diverting organics and reducing GHG emissions.



City of Pinole Climate Action and Adaptation Plan (CAAP)

SW-1i
cont.

- Engage school leadership on the benefits of establishing a ‘closed loop partnership’ regarding organics. This could include adding organics end products such as mulch and compost delivered from the City’s waste hauler nearby composting facility to school gardens and landscaping, thereby eliminating need for pesticides and herbicides, and increasing water retention in school landscaping.

SW-1j

Continue to partner with the City’s waste hauler to include quarterly multi-lingual inserts in residential and commercial billing to highlight important programs and initiatives, including the single-use plastic ban and the no-cost organics pails available to residents and the composting programs in Action ID SW-1h, as well as new programs as they are created.

SW-1k

Develop a comprehensive outreach program to educate Homeowner Associations, neighborhood associations, and communities on social media platforms such as NextDoor and Pinole Community Television on the City’s organic waste diversion requirements and available programs and resources to increase diversion.

SW-1l

Implement a comprehensive organics collection and edible food recovery program for low income and fixed income people to ensure access to edible surplus food recipients such as food banks and other food recovery organizations.

SW-1m

Fund the comprehensive organics collection and edible food recovery program using CalRecycle’s SB 1383 grant funding cycle.

SW-1n

Partner with local waste management providers, food recovery organizations, and West Contra Costa Unified School District, private schools in Pinole, or similar entities, to analyze existing food waste generation, disposal practices, and potential sources of edible surplus food.

SW-1o

Install compost bins throughout the City in all locations where there are landfill and recycling bins to collect organics generated. Ensure that there is clear signage and the bins are emptied routinely. Incorporate the hauling requirements into the waste hauler’s contract to confirm proper management and disposal.

Solid Waste

SW-2

Reduce landfilled inorganic waste 35% by 2030 and 90% by 2045.



Reducing landfilled inorganic waste does not directly reduce GHG emissions, however, it is a supportive measure that contributes to the overall goals of the CAAP. Inorganic waste is composed of waste that is not plant or animal-based, including synthetic materials (plastics, polyester, acrylic, rubber, etc.) sand, dust, and glass. As we continue to reduce and change our consumption patterns, we can make conscientious decisions to implement new solutions to reduce waste. As such, waste reduction is key, followed by implementing new waste management solutions, such as adopting a Zero Waste Policy and Zero Waste Strategic Plan (Action SW-2a) to guide waste reduction and establishing partnerships with unique organizations to create recycling programs for hard-to-recycle items (e.g., snack pouches), as outlined in Action SW-2b. Additionally, we will create new policies and programs to collect materials such as hazardous waste materials (Action SW-2i); establish partnerships with local businesses, nonprofits, and community groups or organizations to create pop-up repair cafes for commonly broken and easily repaired items (Action SW-2d); sponsor businesses to host refill pop-ups at community events (Action SW-2h); and partner with schools to reduce single-use foodware, convert necessary single-use plastic foodware to compostable foodware, and educate students on closing the loop (Action SW-2j).

Key Performance

Indicators:

- Landfilled inorganic waste (% change)

Emissions
Reductions

Not
Quantified

SW-2a

Adopt a Zero Waste Policy and Zero Waste Strategic Plan to guide and detail methods to meet the reduction target of 35% by 2030 and 90% by 2045. Include in the Zero Waste Strategic Plan, the milestones of the Sustainable Foodware Ordinance to phase in the reduction, and subsequent elimination of, single-use plastic foodware by food facilities.

SW-2b

Partner with an entity such as Terracycle to create a recycling program at City-owned and operated buildings and other community-based locations

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

SW-2b
cont.

to collect hard to reuse/recycle products, such as snack pouches.

SW-2c

Partner with local businesses, nonprofits, and community groups or organizations to establish pop-up repair cafes for commonly broken and easily repaired items. Additionally, engage local home improvement businesses and partner with the Pinole Library to promote reuse by increasing accessibility to shared tools through a tool lending program. In addition to providing available resources, work with experts in various fields to provide quick reference guidance documents or record short videos that residents can refer to when borrowing specific equipment to learn the most effective ways of using the tools available.

SW-2d

Continue the City's single-use plastic education efforts and integrate the efforts into a citywide education program, 'Pinole's Path to Zero Waste,' to expand outreach and resources about zero waste goals and focus education on specific benefits to the City (e.g., reduction of single-use plastic pollution flowing into Pinole Creek and San Pablo Bay, community savings from reduce and reuse efforts).

SW-2e

Partner with community-based organizations such as ReThink Disposables and RecycleMore to engage the Bayfront Chamber of Commerce members and other Pinole businesses to educate the business community about the benefits of reusables and inform them about the new Sustainable Foodware Ordinance.

SW-2f

Work with compostable distributors to achieve competitive pricing for compostable foodware to increase compliance with the Sustainable Foodware Ordinance.

SW-2g

Sponsor businesses to host refill pop-ups at community events (e.g., Farmers Market) where community members can purchase common household products and food in bulk using their own containers and create a network of local businesses that can provide local, bulk products with zero-waste packaging.

SW-2h

Create a Hazardous Waste Material Reuse Program that offers usable household hazardous waste collected at the West Contra Costa County Drive-Through to the community free of charge through a Material ReUse Store. Establish a schedule and location(s) to operate the Material ReUse Store alongside the household hazardous waste collection schedule and promote the store on the City's website and on the City's social media platforms.

SW-2i

Partner with public schools to reduce single-use plastic foodware, convert necessary single-use plastic foodware to compostable/reusable foodware, and educate students on closing the loop (i.e., Loop organics).

SW-2j

Secure financial grants and assistance from Rethink Disposables, CalRecycle's City/County Payment Program (CCPP), and others, to support businesses in developing pilot programs for reusable and returnable foodware and drop-off stations, purchasing and installing dishwashers, and overall gaining compliance with the Sustainable Foodware Ordinance. Highlight and support use of new grant funds available for small and minority-owned businesses to participate. Additionally, seek grant funding to support pop-up repair cafes and a tool lending program.

Solid Waste



SW-3

Meet CalGreen's current 65% construction and demolition materials diversion requirements on all covered projects.

Because current best practices for emissions inventories and reduction plans do not consider lifecycle emissions, this measure will not result in direct GHG emissions attributable to the City, however, this measure aligns with the CalGreen requirements for construction and demolition (C&D) diversion. C&D materials consist of approximately 12 percent of California's current (2021) waste stream and include carpet, wood, aggregate, paint, shingles, and wallboard, as well as other materials that could be generated during site work and clearing processes, such as plastics (e.g., PVC pipes, packaging, etc.), glass, yard waste, and corrugated cardboard from packaging.³⁶ CalGreen mandates locally permitted building construction, demolition, and certain additions and alteration projects recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous C&D debris (CalGreen sections 4.408, 5.408, 301.1.1 and 301.3).³⁷ To comply with these requirements, the City of Pinole has established a template to be submitted with each building permit that provides a "Construction Waste Management Plan" (CWMP).³⁸ To streamline submittal and compliance with the City's Municipal Code, there are three options to satisfy the requirements, as outlined in the CWMP, which include submitting a completed CWMP, using a waste management company that certifies a minimum of 65 percent diversion, or a waste stream reduction option that allows for a calculation. Implementation of this measure will help the City and contractors continue to meet the C&D diversion requirements.

36. <https://calrecycle.ca.gov/condemo/>

37. <https://calrecycle.ca.gov/lgcentral/library/canddmodel/>

38. [https://cdns5-hosted.cividive.com/UserFiles/Servers/Server_10946972/File/C&D%20Waste%20Management%20Forms%20\(Autosaved\).pdf](https://cdns5-hosted.cividive.com/UserFiles/Servers/Server_10946972/File/C&D%20Waste%20Management%20Forms%20(Autosaved).pdf)

Key Performance

Indicators:

- C&D diversion rate (%)

**Emissions
Reductions**

Not
Quantified

SW-3a

Include in, or amend, the franchise agreement with the City's waste hauler to require construction and demolition (C&D) diversion requirements with performance disincentives for non-compliance.

SW-3b

Partner with RecycleMore and the City's waste hauler to complete an assessment of projects that were not compliant with the CalGreen C&D 65% diversion requirement. Determine an Action Plan to ensure similar future projects meet the 65% requirement. Complete ongoing review of projects

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

SW-3b
cont.

collaboratively with RecycleMore to assess projects that are non-compliant and methods to ensure 65% diversion requirements are met.

SW-3c

Fully engage and inform permit applicants of the 65% requirements at the very beginning of the planning, building, and inspection process and collaborate with RecycleMore to integrate C&D diversion practices into the City's permit process.

SW-3d

Create and distribute a Contractors Guide to educate contractors on the requirements to meet the program conditions that include pre-permit documentation weight tags, post-permit documentation, and consequences for not meeting minimum diversion requirements.

SW-3e

Update C&D information on the City's website to include a more complete comprehensive list of documents, such as:

- Pre-permit requirements
 - Green Halo system requirements
 - Locations for C&D materials processing/diversion
 - Weight tag requirements
 - Post project requirements and signature
 - Details regarding consequences for not meeting requirements.
-

SW-3f

Partner with the City's waste hauler, RecycleMore and other C&D organizations to educate on best practices for meeting CalGreen 65% requirements as part of Program 9 in the Housing Element.

SW-3g

Use financial grants and assistance from CalRecycle to fund and provide tools for low- and fixed-income projects to meet requirements.

SW-3h

Continue to offer online-waste tracking options for the community through the Green Halo compliance system, or a similar system, which allows for receipts to be verified online, streamlining the processes substantially

Solid Waste

SW-4

Analyze opportunities to enhance the City's Wastewater Treatment Plant to divert organic waste from the landfill and increase organics recovery.



The Pinole-Hercules Water Pollution Control Plant (WTP) was built in 1955 as a primary treatment facility and has undergone two major expansions and several modifications to meet the growing demands of the community.³⁹ Currently, the WTP treats all the residential and commercial wastewater generated in Hercules and most of the wastewater generated in Pinole, serving a combined population of approximately 40,000, with an average daily flow of 3.5 million gallons. The WTP removes solids and sanitizes the water, then discharges the clean wastewater into the Bay. Currently, solid materials are pumped into an anaerobic digester where methane gas is generated as well as heat as a byproduct. The methane gas is used to power the on-site cogeneration that provides electricity to the WTP, and the heat is captured and used to heat the digesters. To analyze the potential waste volume and assess facility upgrades needed to complete a pilot Organics to Energy Project, a feasibility study will be conducted to identify potential partners, waste volume, and necessary facility upgrades, as well as cost and GHG emissions reduction potential (Action SW-4a). In tandem with the completion of the feasibility study, the City will partner with an organics to energy company to help assess the feasibility of a pilot (Action SW-4c). This supports California's goals established in SB 1383 because biosolids are considered in the overall goal of 75 percent diversion and biosolids which are anaerobically digested and/or composted and land applied constitute a reduction in landfill disposal per the California Code of Regulations Section 18983.1(b)(6)(B).⁴⁰

39. https://www.ci.pinole.ca.us/city_government/public_works/wastewater_treatment_plant

40. <https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-7-department-of-resources-recycling-and-recovery/chapter-12-short-lived-climate-pollutants/article-2-landfill-disposal-and-reductions-in-landfill-disposal/section-189831-landfill-disposal-and-recovery>

Key Performance

Indicators:

- Feasibility study status

**Emissions
Reductions**

Not
Quantified

SW-4a

Complete a feasibility study to identify local partners, analyze the potential waste volume, and assess facility upgrades needed to complete a pilot Organics to Energy Project at the WWTP and the potential cost and GHG emission reduction impacts of such a project.

SW-4b

Conduct case study assessments of other organics to energy projects at WWTPs to educate City decision makers, the public, and other interested parties on the feasibility of the pilot project and

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

SW-4b
cont.

collaboratively with RecycleMore to assess projects that are non-compliant and methods to ensure 65% diversion requirements are met.

SW-4c

Partner with an organics to energy company to help assess the feasibility of a pilot project for the City and impacted communities.

SW-4d

Pursue funding opportunities (e.g., CalRecycle) and financing alternatives to address capital costs for the pilot project.

Solid Waste

SW-5

Establish new programs to meet the City's SB 1383 annual procurement target (i.e., 1,073 tons of compost) by 2030.



In addition to reducing organic waste generated, beginning in 2022, Senate Bill (SB) 1383 requires jurisdictions annually procure 0.08 tons of compost per capita. Meeting this annual procurement target provides Pinole with an opportunity to reduce GHG emissions, leverage economic development, and foster environmental benefits. Applying compost to City lands (e.g., parks, recreation areas, schools' landscape, and school gardens) is an effective way to sequester carbon by storing it in the soil rather than releasing it to the atmosphere. Compost also provides additional environmental benefits including improving soil health, increasing water conservation, and providing erosion control—all of which can be important benefits for community parks, institutions, and other natural working lands. Distribution of materials would be accomplished by establishing programs to procure and provide compost for City facilities, community garden organizations (e.g., Pinole Garden Club), and residential and commercial landscapers. Additionally, a program would be established to deliver compost to local schools and community organizations. As part of this measure, the City will develop an online mapping tool that will be used to identify existing community gardens in Pinole and provide a list of potential underused park space for expansion (Action SW-5h).

Key Performance

Indicators:

- Annual compost procurement (tons)

<u>Emissions</u>	2030: 425
<u>Reductions</u>	2045: 513

SW-5a

Establish a program to procure and provide compost for:

- The City's parks, recreation areas, schools' landscaping, and school gardens (where possible, identify opportunities to utilize the online mapping tool included in Action SW-5h to map out additional locations for application)
- Garden community organizations such as the Pinole Garden Club
- Residential and commercial landscapers

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- SW-5b Amend or otherwise ensure that the Franchise Agreement for the City's waste hauler will provide organic waste products at reduced cost.
-
- SW-5c Establish a new program to deliver compost to local schools and community organizations. Expand free compost giveaways to residents, local urban farmers, and other organizations. Track the success of the program based on tons of compost given away and promote the program on the City's CAAP website and through the City's social media channels.
-
- SW-5d Complete a feasibility study in collaboration with RecycleMore to identify cost-effective end uses for organic waste products and methods to distribute the products.
-
- SW-5e Using established education materials from RecycleMore and other organizations, provide outreach and education to community organizations such as the Pinole Garden Club, in addition to Homeowner's Associations, resident groups, and commercial landscapers in Pinole on the benefits of using organic end products such as compost and mulch.
-
- SW-5f Partner with the City's waste hauler, or others who own large composting operations in close proximity to the City, to provide organic end product to the community at a cost-effective rate.
-
- SW-5g Use funds from the SB 1383 fee to pay for a portion of organic end use products. Use financial grants and assistance from CalRecycle to fund the purchase of organic end product. Focus effort on lower income projects to participate in program.
-
- SW-5h Establish an online mapping location hosted on a City website to identify existing community gardens and make a list of potential underused park space for expansion, setting internal key performance indicators for an appropriate number of new garden spaces.
-



Water

W-1 Reduce per capita potable water consumption 10% by 2030 and 25% by 2045, from 2017 levels.

W-2 Increase the community's use, supply, and access to recycled water.

Water



W-1

Reduce per capita potable water consumption 10% by 2030 and 25% by 2045, from 2017 levels.

Water use generates GHG emissions through the consumption of energy to transport, treat, and distribute water. The interconnection between energy and water is considered the water-energy nexus. Reducing potable water consumption would, therefore, also reduce energy use. Climate change will continue to bring increased patterns of extreme precipitation, followed by drought. This new reality underscores the pressing need for communities to take proactive steps to reduce water consumption. By reducing community water consumption, we can help to preserve and protect this precious resource, establishing long-term availability and sustainability. Moreover, reducing water consumption can also lead to significant cost savings for both residents and businesses alike, as lower utility bills can translate into real monetary savings. Implementation of this measure will be achieved through adopting a Water Conservation and Water Shortage Contingency Program Ordinance to establish drought thresholds that trigger varying water use reduction strategies (Action W-1b). Additionally, we will complete a feasibility study as well as an economic study associated with adopting a Dual Drainage Plumbing Ordinance (Action W-1c). Water conservation fixtures and fittings will continue to be provided at low/reduced/no costs through partnerships with EBMUD, as well as rebates for appliances.

Key Performance

Indicators:

- Per capita potable water consumption (% change)

Emissions
Reductions

Not
Quantified

W-1a

Continue to implement and enforce Pinole Municipal Code Chapter 15.54 (Water Efficient Landscaping) to encourage use of efficient irrigation systems, greywater usage, onsite storm water capture, and limit the portion of landscapes that can be covered in turf.

W-1b

Adopt a Water Conservation and Water Shortage Contingency Program Ordinance to establish drought thresholds that trigger varying water use reduction strategies. The Ordinance will focus

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

W-1b
cont.

primarily on domestic water use, health and sanitation, and fire protection.

W-1c

Perform a study to understand the feasibility and potential potable water savings of adopting a Dual Drainage Plumbing Ordinance. The feasibility study will help the City determine the size threshold for future development projects subject to the Ordinance.

W-1d

Upon completion of the Feasibility Study in Action W-1c, adopt an appropriate Dual Drainage Plumbing Ordinance.

W-1e

Continue to comply with SB 1087 and Municipal Code Chapter 17.32 (Affordable Housing Requirements) requirements to provide priority water and sewer service allocations to affordable housing developments.

W-1f

Continue to partner with East Bay Municipal Utility District's to provide water conserving fixtures/fittings and rebates for appliances to residents throughout Pinole, with a focus on disadvantaged and vulnerable communities to reduce utility bill burdens. Provide specific updates to the community as new programs are released, such as featuring a new indoor plumbing program to help Customer Assistance Program participants find and fix indoor leaks.

W-1g

Implement a comprehensive, coordinated educational initiative focused on property owners, landlords, property management firms, homeowners' associations, and occupants to reduce water usage in homes and businesses. This campaign will incorporate the water conservation messaging of the East Bay Municipal Utility District (EBMUD), utilizing various communication channels such as publications, websites, community events, workshops, and bill inserts. It will also provide details on available incentives for water-saving appliances, fittings, fixtures, and efficient landscaping irrigation systems, including those offered by EBMUD. Additionally, the campaign will focus on reaching disadvantaged and vulnerable communities to alleviate the burden of utility bills.

W-1h

Partner with EBMUD, the Contra Costa Master Gardeners, and/or Pinole Garden Club to develop community programs to encourage water-wise landscaping and watering practices and to provide a hands-on learning experience such as sheet mulching lawn conversions for members of the community. Include promotion of EBMUD Lawn Conversion rebates.

W-1i

Continue to partner with Rising Sun to provide Green House Calls to residents to provide high-efficiency fixtures/fittings and leak detection tests.

W-1j

Work with EBMUD to provide existing commercial entities that have decorative or non-functional turf onsite with the education and resources necessary to transition to regenerative landscapes with a goal of replacing all existing commercial decorative or non-functional turf by 2030.

Water & Wastewater

W-2

Increase the community's use, supply, and access to recycled water.



Increasing recycled water use in the City can increase adaptive capacity while providing environmental and economic benefits. Recycled water can serve as an additional water supply that can be utilized during times of extreme drought or water scarcity. Therefore, as the first step, the City will continue to work with EBMUD to complete a feasibility study to identify opportunities to increase supply of recycled water to the City (Action W-2a). Using recycled water can reduce the environmental impact of upstream water processes when compared to those for “new” water — such as extraction or the energy used to pump and deliver water long distances. When used to replace existing drinking water supplies for non-potable uses (e.g., irrigation and industrial uses), recycled water can lower water utility bills. Additionally, recycled water can be used for groundwater recharge which helps replenish depleted aquifers and plays a crucial role in enhancing water availability during drought periods and mitigating the effects of over-extraction. By injecting treated recycled water into underground aquifers, the natural storage capacity of groundwater is replenished, creating a sustainable and reliable source of water for future generations. These characteristics equate to a dependable and affordable water supply that provides local businesses with an incentive to remain in the City.

Key Performance

Indicators:

- Recycled water use (% change)

Emissions Reductions

Not Quantified

W-2a

Continue to work with EBMUD to complete a feasibility study to identify opportunities to increase supply of recycled water to the City. The feasibility study will:

- Analyze opportunities to expand purple piping infrastructure
- Identify opportunities and technologies to increase recycled water supply
- Evaluate potential impacts to cost of service

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

W-2a
Cont.

- Investigate ways to maintain or decrease costs of service through the project
- Identify customers that would benefit from receiving recycled water within City of Pinole such as industrial uses or parks and adjacent to the City, in Hercules or other surrounding jurisdictions, as applicable

W-2b

Pursue funding opportunities at the state and federal level, such as the Clean Water State Revolving Fund and the US Bureau of Reclamation's WaterSMART grants, to fund recycled water infrastructure and to increase the equitable distribution of recycled water in the City.

W-2c

Investigate working with EBMUD to promote the installation of greywater equipment in homes and businesses through a multi-lingual Laundry-to-Landscape outreach campaign. The campaign shall include:

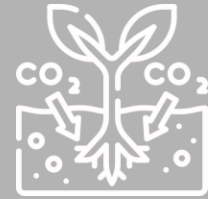
- Educational information on the environmental and financial benefits of greywater systems
- Information on how to install and use the systems, including information on EBMUD greywater rebates
- Distribution of educational materials at the City's permitting counter
- Supplemental event(s) hosted with EBMUD or industry expert to educate community members on the installation and use of the systems, including an existing residential greywater system demonstration
- Direct outreach to multi-family property owners.

W-2d

Create and implement a phased outreach campaign to educate the community on the benefits of recycled water as well as dispelling misconceptions to and increase community use.

W-2e

Upon completion of the feasibility study to identify opportunities to increase supply of recycled water to the City, work with EBMUD to develop a Recycled Water Infrastructure Enhancement Plan that outlines the potential for system expansion, identifies opportunities, as applicable, to integrate recycled water sources into non-potable water networks for irrigation, and the promotion of educational campaigns that raise awareness on what recycled water is and how it is used.



Carbon Sequestration

- CS-1** *Increase carbon sequestration and prepare the urban forest for climate change, extreme heat, drought, and wildfire by adopting policies developed through the Community Urban Forest Plan.*
- CS-2** *Increase nature-based and technological carbon sequestration opportunities in Pinole.*

Carbon Sequestration



CS-1

Increase carbon sequestration and prepare the urban forest for climate change, extreme heat, drought, and wildfire by adopting policies developed through the Community Urban Forest Plan.

To help sequester GHG emissions in the City and increase resilience to extreme heat events, there are long-term preventative strategies that we can employ such as the strategic planting of trees and vegetation cover. The Community Urban Forest Plan will include an inventory of the existing urban forest as a baseline and identify areas in Pinole that have below average canopy coverage (Action CS-1a). Once identified, a phased timeframe will be developed to implement a planting program focused on eliminating significant differences in tree canopy coverage between census blocks. In addition to increasing tree canopy, this measure will also increase and protect biodiversity – which is central to California, as the state contains some of the highest rates of native and endemic species in the world.^{41, 42} The City of Pinole, along with the rest of North America's Pacific coast is considered the California Floristic Province hotspot, which contains a wide variety of ecosystems as well as species that evolve and live only in those spaces. In that same vein, pressures from human populations have rendered California one of the four most ecologically degraded states in the United States of America. Therefore, this effort works to preserve the urban forest canopy and continue to provide carbon sequestration value as trees mature. A diverse and resilient ecosystem fosters ecological balance, enhances pollination of crops, provides essential ecosystem services, supports sustainable agriculture, and contributes to the overall stability of ecosystems, ultimately benefiting human health, food security, and the long-term sustainability of our communities.⁴³

41. <https://calrecycle.ca.gov/condemo/>

42. <https://calrecycle.ca.gov/lgcentral/library/canddmodel/>

43. [https://cdns5-hosted.cividive.com/UserFiles/Servers/Server_10946972/File/C&D%20Waste%20Management%20Forms%20\(Autosaved\).pdf](https://cdns5-hosted.cividive.com/UserFiles/Servers/Server_10946972/File/C&D%20Waste%20Management%20Forms%20(Autosaved).pdf)

Key Performance

Indicators:

- Trees planted (#)
- Standard deviation in canopy coverage across census blocks (#)

**Emissions
Reductions**

Not
Quantified

CS-1a

Develop and adopt a Strategic Tree Plan by 2026 to identify and prioritize tree planting areas in the City. The Plan will:

- Inventory the existing urban forest as a baseline and identify areas in Pinole that have below average canopy coverage (such as census block groups 60133640021, 60133640023, and 60133922004) and high urban heat island effects.
- Design a tree planting program focused on eliminating significant difference in canopy coverage between census blocks by 2040.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

CS-1a
Cont.

- Identify a phased timeframe for program implementation.
- Establish a management plan for existing trees that will focus on promoting street tree health, enhancing resilience, increasing the environmental benefits and co-benefits from trees, and engaging the community in urban forest management.
- Establish a tracking system to assess progress towards annual goals and annual benchmarks.

CS-1b

Collaborate with community-based organizations with connections to disadvantaged and vulnerable communities in the development of the Urban Forest Inventory and Management Plan and share the plan on the City's website.

CS-1c

Continue protecting existing trees on private property through the provisions of PMC Chapter 17.96 (Tree Removal) and continue to enforce the Municipal Code Chapter 17.996, which requires either planting on-site replacement trees or paying an in-lieu fee equal to at the value of the protected tree as a condition of approval when a Tree Removal Permit is issued, among other requirements.

CS-1d

Prioritize tree planting in areas with populations most at risk to extreme heat impacts (older adults, children, outdoor workers, individuals with disabilities, transit dependent individuals, and individuals with chronic health conditions) pursuant to the Urban Forest Inventory and Management Plan.

CS-1e

Review, enhance, update, and regularly maintain the City's existing "Tree" webpage with relevant information, such as best practices for watering and fertilizing trees, guidelines for pruning and maintenance, information on local tree species, and resources for reporting tree damage or disease. Additionally, provide information on the benefits of a healthy tree canopy, including improved air and water quality, reduced urban heat island effects, and increased property values.

CS-1f

Amend the Municipal Code to include street tree requirements for all zoning districts, increase shade tree requirements for new developments, and include increased permeable surface requirements for new development or substantial redevelopment.

CS-1g

Continue to pursue and obtain grant funding for tree planting and urban forest management. Identify and apply for applicable federal (e.g., USDA) and state (e.g., California ReLeaf, Affordable Housing and Sustainable Communities Program (AHSC), Cal Fire's Urban and Community Forestry Program, and the California Natural Resources Agency's Urban Greening Program) available grants for tree planting and urban greening projects.

CS-1h

Develop a City incentive program for new tree plantings on private properties with a focus on members of disadvantaged and vulnerable communities and in areas where there is below-average tree equity or canopy coverage, pursuant to the Urban Forest Inventory and Management Plan.

CS-1i

Partner with a local nursery to host regular tree planting events and volunteer opportunities to engage community members in the effort to maintain and expand the local tree canopy.

CS-1j

Work with a community non-profit organization to develop an adopt a tree program increase the urban tree canopy in marginalized communities



City of Pinole Climate Action and Adaptation Plan (CAAP)

CS-1k

Establish a Tree Trust or Tree Endowment where the interest on the principal can be used for purchasing and planting trees in prioritized areas pursuant to the Urban Forest Inventory and Management Plan, paying for tree maintenance in disadvantaged and vulnerable communities in the City, or supporting staff resources for the Urban Forest Management Program.

Carbon Sequestration

CS-2

Increase nature-based and technological carbon sequestration opportunities in Pinole.



Carbon sequestration is the capturing, removal, and storage of CO₂ from the Earth's atmosphere.⁴⁴ Nature-based carbon sequestration, or biologic carbon sequestration, opportunities include regrowing forests and trees, restoring wetlands, and implementing processes to increase soil health and absorption capacity. Technical carbon sequestration includes direct air capture, a system in which carbon is directly captured from the air using an industrial process.⁴⁵ Engineered molecules, such as those that could be used in concrete production are another form of technical carbon sequestration that might be viable in the City of Pinole. The City will build off of the work done by the Contra Costa County Resource Conservation District and complete an evaluation of the carbon stock in the City's existing blue carbon ecosystems (e.g., eelgrass in San Pablo Bay; Action CS-2a). Additionally, implementation will include establishing partnerships with concrete producers to research opportunities for technological carbon sequestration in Pinole including potential funding mechanisms (Action CS-2b). A multi-lingual, jargon-free educational campaign will be created to support these initiatives and clearly explain the opportunities and benefits of carbon sequestration in the City to confirm community members are informed.

44. <https://calrecycle.ca.gov/condemo/>

45. <https://calrecycle.ca.gov/lgcentral/library/canddmodel/>

Key Performance

Indicators:

- Established quantitative carbon sequestration target to be achieved by 2045

**Emissions
Reductions**

Not
Quantified

CS-2a

Seek funding to conduct a study to quantify the carbon stock in existing Pinole blue carbon ecosystems (e.g., eelgrass in San Pablo Bay) and quantify the carbon sequestration potential of blue carbon restoration and expansion.

CS-2b

Partner with concrete producers to research opportunities for technological carbon sequestration in Pinole including potential funding mechanisms (e.g., Verra's Methodology for CO₂ Utilization in Concrete Production).

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

CS-2c

Based on the studies, develop a plan to increase carbon sequestration in Pinole. The plan shall include a quantitative carbon sequestration target to be achieved by 2045 and a process for regular monitoring of carbon stocks.

CS-2d

Create an educational campaign that informs members of the community about the benefits and methods associated with carbon sequestration and capture that avoids jargon and clearly explains the opportunities and benefits in the City. Confirm that the educational materials are provided in a multi-lingual, culturally considerate manner and distributed specifically to disadvantaged community members.

City Infrastructure & Operations



- CIO-1** *Upgrade all City accounts to MCE's Deep Green option by 2025 and electrify or otherwise decarbonize all municipal buildings and facilities by 2035.*
- CIO-2** *Electrify or otherwise decarbonize 30% of the municipal vehicle fleet by 2026 and 100% by 2040.*
- CIO-3** *Electrify or otherwise decarbonize all municipal off-road equipment by 2035, where feasible.*
- CIO-4** *Reduce employee VMT 20% by 2035, from 2019 levels by developing and implementing a municipal Transportation Demand Management (TDM) Plan by 2028.*
- CIO-5** *Reduce municipal water consumption 15% by 2030, from 2019 levels.*
- CIO-6** *Reduce organic waste by 10% by 2025, from 2019 levels and landfill zero waste by 2035.*
- CIO-7** *Retrofit existing infrastructure owned and operated by the City, such as the Pinole-Hercules Water Pollution Control Plant, located in the areas at risk of sea level rise.*



City Infrastructure & Operations



CIO-1

Upgrade all City accounts to MCE's Deep Green option by 2025 and electrify or otherwise decarbonize all municipal buildings and facilities by 2035.

As a leader in climate action and resilience, the City understands the importance of procuring carbon free or 100 percent renewable electricity and prioritizing the electrification and decarbonization of all City buildings to mitigate GHG emissions from the built environment while improving indoor air quality. Therefore, as a first step, an electrification ordinance would be adopted that requires new municipal construction to be fully electric without any natural gas connections. Although the ordinance would apply to new developments, existing municipal buildings and facilities must also be electrified and utilize carbon free and renewable energy. To understand the needs of existing buildings, an audit would be completed that identifies all fossil fuel-powered equipment and then a replacement schedule would be established. This measure would be supported by a City Council resolution to require electrification of all municipal buildings by 2035, ten years ahead of the communitywide goal.

Key Performance

Indicators:

- Municipal accounts enrolled in MCE Deep Green option (%)

Emissions 2030: N/A
Reductions 2045: N/A

CIO-1a

Adopt an electrification ordinance in 2024 requiring all new municipal construction to be fully electric after calendar year 2024 without any natural gas connections.

CIO-1b

Complete an analysis to identify the electrical capacity and utility infrastructure upgrades needed to electrify the recreational pool heating system at the Swim Center. Pursue replacement funding through PG&E on-bill financing and California Energy Commission (CEC) 1% Loans.

Pillars



Structural Change



Funding



Education



Partnerships



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Feasibility

Co-Benefits



Access to healthy food



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Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

CIO-1c

By 2025, adopt a Resolution requiring the implementation of a building and facility electrification plan to electrify or otherwise decarbonize all municipal buildings by 2035.

CIO-1d

Develop a plan to electrify or otherwise decarbonize all municipal buildings and facilities by 2035 which will include:

- An inventory of existing fossil fuel-powered buildings and facility equipment, available electric or zero/low-carbon alternatives for replacing each, and relevant costs and benefits of replacing each (e.g., lifespan, equipment costs, operational quality).
 - A prioritized schedule for completion based on potential to reduce natural gas and propane usage.
 - Prioritize upgrades that benefit vulnerable communities first, such as the Library, Senior Center, Youth Center, and Tiny Tots facilities.
-

CIO-1e

Expand efforts to obtain funding for municipal building and facility decarbonization through grants, incentives, or financing provided by entities such as:

- DOE Block Grants
 - Leases: Capital lease, Operating Lease, Tax-Exempt Lease purchase (4-5%)
 - Loans and Grants: 1% CEC Loan, Dept. of Energy Grants, Federal Grants (IIJA, IRA)
 - On-Bill Financing
 - Energy as a Service (EaaS)
 - Energy Savings Performance Contract (ESPC, guaranteed energy savings help pay for the project) from Energy Service Companies (ESCOs)
 - Grant Anticipation Notes or other Short-Term Notes/Loans
-

CIO-1f

Upgrade all municipal electricity accounts to MCE Deep Green by 2025.

CIO-1g

Plan, fund, and conduct an electrification pilot project at a municipal facility (e.g., the Senior Center). Promote the demonstrated benefits of the fully electric building (e.g., cost-savings, GHG emission reductions) and publicize the planning, design, installation, and post-operation of the project to make the steps to electrification transparent to the community.

CIO-1h

Partner with regional organizations such as the Building Decarbonization Coalition to train City staff, community members and volunteers on the benefits and technical requirements of electrification, help them implement the building and facility electrification plan and empower them to be advocates for electrification across the community.



City Infrastructure & Operations

CIO-2

Electrify or otherwise decarbonize 30% of the municipal vehicle fleet by 2026 and 100% by 2040.



The City of Pinole operates a variety of on-road gasoline and diesel-powered fleet vehicles for different uses throughout the City such as code compliance, Public Works inspections, and more traditional service trucks for landscaping, maintenance, and transportation of materials. The California Air Resources Board released the Advanced Clean Fleets (ACF) Regulation, which requires that at least 50 percent of vehicle purchases are ZEVs by 2024 and all new purchases are ZEVs by 2027.⁴⁶ The City currently has a vehicle replacement schedule that will be reviewed and updated bi-annually. As part of this, the existing charging infrastructure will be analyzed and a Municipal Electric Vehicle Infrastructure Plan will be prepared to create a prioritized list of City-owned properties/locations to install new Level II and DC Fast chargers, an assessment of future electricity demand and potentially energy-constrained locations, and a pathway to coordinate with PG&E on installing microgrids or back-up power at City-owned properties to support the ZEVs.

46. <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-summary>

Key Performance

Indicators:

- Fleet vehicles decarbonized (% of total fleet)

Emissions Reductions

2030: N/A
2045: N/A

CIO-2a

Expand and update the City's fleet vehicle replacement schedule to transition 30% of the municipal vehicle fleet to ZEVs by 2026 and 100% by 2040. Review the replacement schedule and ZEV transition goals every 2 years and update them as needed based on updates to state regulation and ZEV market availability.

CIO-2b

Complete a Municipal Electric Vehicle Infrastructure Plan to analyze the City's charging needs through 2026 and 2040. The plan shall include:

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

CIO-2b
cont.

- A prioritized list of City-owned properties/locations to install new Level II and DC Fast chargers
- An assessment of future electricity demand and potentially energy-constrained locations
- A pathway to coordinate with PG&E on installing microgrids or back-up power at City-owned properties to support the ZEVs

CIO-2c

Secure funding from state programs (such as the California Air Resources Board's Clean Vehicle Rebate Project and the Truck and Bus Voucher Incentive Program) and federal sources to increase procurement of EV or ZEV cars, trucks, and other vehicles and installation of EV/ZEV charging/fueling infrastructure at municipal facilities. Additionally, explore opportunities for Low Carbon Fuel Standard credit generation from use of low carbon fuels/electricity for fleet vehicles.

CIO-2d

Dedicate staff time to implementing, tracking, and updating the City fleet vehicle replacement plan bi-annually.

CIO-2e

Partner with an entity such as Contra Costa Transportation Authority, to train City staff on the use and charging of electric and zero-emission vehicles and educate them on the benefits of EVs/ZEVs.

CIO-2f

Consider highlighting the City's EV/ZEV fleet at community events such as Earth Month.

CIO-2g

Establish electric vehicle charging infrastructure at and around all City-owned facilities. Apply the profit from community charging towards installing electric vehicle infrastructure in vulnerable communities. Additionally, develop a thoughtful pricing plan that is reviewed and updated annually, or more frequently as appropriate.

City Infrastructure and Operations



CIO-3

Electrify or otherwise decarbonize all municipal off-road equipment by 2035, where feasible.

Pinole operates off-road equipment (e.g., lawn and garden equipment as well as other outdoor power equipment) to maintain landscaping, parks, and open space, among other things. In terms of air quality, reducing off-road emissions will be significant. Based on current technologies, operating a lawn mower for one hour generates the same smog-forming pollution (air pollutant) as driving a new light-duty passenger approximately 300 miles, and as mentioned above under Measure TR-6, commercial blower generates the same amount of emissions as driving a new light-duty passenger vehicle approximately 1,000 miles.⁴⁷ Therefore, CARB adopted emissions standards for Small Off-Road Engines (SORE), which sets a goal to transition off-road vehicles and equipment operations to 100 percent zero-emission by 2035 where feasible. To establish a clear path towards decarbonization, the City will first complete an inventory of all existing off-road equipment and determine which equipment types are possible to decarbonize based on existing technologies, as well as prepare a cost analysis and schedule for decarbonization (Action CIO-3a). As technology advances, there will be additional opportunities to decarbonize larger or more unique pieces of equipment in the future.

47. <https://ww2.arb.ca.gov/resources/fact-sheets/sore-small-engine-fact-sheet>

Key Performance

Indicators:

- Off road equipment decarbonized (%)

Emissions Reductions
2030: N/A
2045: N/A

CIO-3a

Complete an inventory of all municipal off-road equipment every three years and determine which equipment types are possible to decarbonize based on existing technologies. Complete a cost analysis and schedule for decarbonizing.

CIO-3b

Adopt an emissions-free equipment purchasing policy by 2025 for light-duty vehicles and small off-road equipment and vehicles to require purchase and replacement of such categories be electric or emissions-free. Regularly update the

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

CIO-3b
cont.

policy to include more types of equipment and vehicles as electric and emission-free options become available. Use this to promote all-electric equipment in the community, providing information on the City website outlining available incentives as well as the health benefits, for residents and businesses.

CIO-3c

Dedicate staff time to implementing and tracking the success of the emissions-free purchasing policy established as part of CIO-3b.

CIO-3d

Dedicate staff time and pursue funding opportunities to electrify and otherwise decarbonize municipal off-road equipment through programs such as:

- CORE Incentives
 - Bay Area Air Quality Management District (BAAQMD) incentives including the Carl Moyer Program
-

CIO-3e

Partner with the East Bay Regional Park District to co-lead a multi-lingual educational program for staff and City contractors detailing the benefits of using decarbonized off-road equipment, with an emphasis on improved worker health and details on comparable equipment productivity. Information from the educational program should be summarized into an infographic format and posted at parks, City-owned and operated buildings, and shared in the City's newsletter to highlight the emissions and overall health benefits in a way that is easily understood.

CIO-3f

By 2030, begin procuring biofuels (e.g., biodiesel and biogas) to operate municipally owned off-road equipment with no existing opportunities for electrification. Re-evaluate electrification opportunities regularly to ensure biofuels are not being used for equipment that could otherwise be electrified.



City Infrastructure & Operations



CIO-4

Reduce employee VMT 20% by 2035, from 2019 levels by developing and implementing a municipal Transportation Demand Management (TDM) Plan by 2028.

The City will actively work to lead by example and reduce the number of fossil-fueled single-occupancy-vehicle (SOV) employee commute trips annually. Like Measure TR-3 for the community, emissions reductions from this measure would occur through the development of a municipal TDM Plan, which will be based on input from City staff. As part of the TDM Plan development, the City will create an incentive program to reward City employees for biking, ridesharing, and using public transit to commute to work. Additionally, recognizing that maintaining in-person presence at City Hall and other City offices is important, the occasional ability to work from home allows for a more flexible and adaptive approach. Therefore, this program will also include development of a remote work policy and annual surveys to monitor implementation of the TDM Plan. The TDM Plan will also be available on the City's website and distributed to local businesses to provide the community with an example of comprehensive TDM plans that focused on GHG emission reductions and equity. Based on a 2021 employee commute survey, most City employees drove alone to and from work, with approximately 25 percent of respondents live within six miles (one way) of City Hall.

Key Performance

Indicators:

- Development of a Municipal TDM Plan

Emissions Reductions

2030: N/A
2045: N/A

CIO-4a

With employee input, develop a municipal Transportation Demand Management (TDM) Plan by 2028 to encourage and incentivize City employees to reduce their VMT in single-occupancy and fossil-fuel-powered vehicles. Update the plan every 2-3 years based on survey results (e.g., Action CIO-4d) and newly available public transit and bike routes in the community.

CIO-4b

Create an incentive program to reward City employees for biking, ridesharing, and using public

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

- CIO-4b cont. transit to commute to work. The program shall provide free public transit passes and free access to electric bicycle programs (where available) to all municipal employees and may include cash incentives or additional paid time-off for employees who bike, rideshare, and use public transit to commute to work.
-
- CIO-4c Investigate the opportunity to create zero-interest loan program to help employees purchase ZEVs for commute.
-
- CIO-4d Develop a remote work policy that encourages municipal office employees to work from home and includes alternative work schedules where feasible.
-
- CIO-4e Explore options for installing showers in existing City-owned facilities and bike lockers along City-owned streets, where appropriate, to encourage City employees to bike to work and demonstrate the City's commitment to sustainability and community bicycle safety.
-
- CIO-4f Partner with an entity such as the WestCAT or the Bay Area Air Quality Management District (BAAQMD) to expand employee use of carbon-free and low carbon transportation by providing education programs on the benefits of commute options including public transportation, EV/ZEV options, and vanpools. Additionally, partner with 511 Contra Costa to help employees find a carpool match and/or develop an internal carpool match policy.
-
- CIO-4g Promote and encourage employee participation in regional and national bike -to-work days/months.
-
- CIO-4h Develop funding sources to support incentives for City employees to commute to work via EV/ZEV options such as free or discounted employee charging at work.
-
- CIO-4i Publish the municipal TDM Plan on the City's website and distribute to local businesses to provide the community an example of comprehensive TDM plans that focused on GHG emission reductions and equity.
-
- CIO-4j Conduct a survey for City staff commute data annually to monitor emissions, identify potential gaps in planning, and better understand how to elicit employee transportation behavior change. Include space for employee feedback and identification of barriers to commuting without a personal vehicle.
-
- CIO-4k Dedicate staff time to develop, implement, and update the municipal TDM Plan and conduct the annual survey.
-

City Infrastructure & Operations



CIO-5

Reduce municipal water consumption 15% by 2030, from 2019 levels.

Reducing municipal water consumption ties directly to reducing energy use through the energy-water-nexus. Municipal water is generally used to water City-owned land including parks and medians, as well as in buildings to maintain general operations (e.g., in restrooms and small staff kitchens). Currently, the City uses a small amount of water that results in a fraction of emissions. However, it is important for us to identify opportunities to lead by example at the City-level and showcase how we can make meaningful, realistic change together. Implementation of this measure will include completion of an indoor and outdoor water audit of all municipal buildings, then development of a schedule to implement identified water efficiency improvements (Action CIO-5a). An update to the municipal purchasing policy would also be made to require WaterSense labeled fixtures and appliances (Action CIO-5c). Additionally, this measure would include submetering at City owned and operated buildings and facilities to track and monitor water use, including creating a succinct way to internally track specific use and complete repairs or prepare targeted education (Action CIO-5h). Currently, water use is aggregated, making it difficult to understand and implement specific opportunities for improvement.

Key Performance

Indicators:

- Per capita potable water consumption (%)

Emissions Reductions

2030: N/A
2045: N/A

CIO-5a

Conduct an indoor and outdoor water audit at all municipal buildings and schedule develop a schedule for water efficiency improvements, including water fountains, sinks, and other fixtures that have sensors and turn off automatically when not in use.

CIO-5b

Adopt a Resolution and assign funding to retrofit or replace all inefficient shower heads, faucets, washing machines, and toilets with low-flow fixtures/water-efficient appliances in existing City-

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- CIO-5b cont. owned, managed, or operated facilities, such as, but not limited to, the Pinole Swim Center, Pinole Senior Center, Pinole Youth Center, and Public Service Facilities by 2030. Additionally, identify opportunities for and implement drip irrigation systems and include systems to monitor operations to reduce leaks and unnecessary watering.
-
- CIO-5c Update the municipal purchasing policy to require WaterSense-labeled fixtures and appliances where feasible. This includes continuing to install waterless units such as urinals and sensor-activated sinks.
-
- CIO-5d Require all non-functional lawns (i.e., grass that is ornamental and not used for recreational purposes) on City-owned property to be removed by 2035 and replaced with native and drought-tolerant landscaping and/or multi-use landscaping (e.g., pollinator-friendly landscapes, edible landscapes).
-
- CIO-5e Identify, track, and actively pursue funding opportunities from entities such as the California Department of Water Resources and the California Environmental Protection Agency.
-
- CIO-5f Partner with the Pinole Community Garden Club, Contra Costa County Master Gardeners, or Bringing Back the Natives to educate City employees and the community on water-wise gardening practices, native plants, and growing food, with a focus on the most vulnerable communities.
-
- CIO-5g Develop and implement a plan to update City-owned properties with improved green stormwater infrastructure (e.g., stormwater systems that direct water towards vegetation, permeable surfaces).
-
- CIO-5h Install submetering at City owned and operated buildings and facilities to track and monitor water use, including creating a succinct way to internally track specific use and complete repairs or prepare targeted education.
-
- CIO-4i Install rain barrels at the Library to water the native garden as a demonstration project to educate the community about the benefits of collecting rainwater and available incentives. Based on the project's success, consider installing rain barrels at all City facilities for use in landscaping.
-

City Infrastructure and Operations



CIO-6

Reduce organic waste by 10% by 2025, from 2019 levels and landfill zero waste by 2035.

For the City, organic waste typically includes food, landscape and pruning waste, paper products, and paper. Like all municipal measures, the purpose of this initiative is to demonstrate how the City leads by example and reduces organic waste in line with or beyond the community's goals. To successfully implement this measure, we must first understand the current bin infrastructure and signage at each municipal facility and event. It has been shown that access and convenience play a big role in helping people make the best decisions. For example, a study out of the University of British Columbia found that moving landfill, recycling, and compost bins closer together resulted in an increase in recycling and composting by 141 percent.⁴⁸ The colocation of bins as well as adequate signage, which will also be analyzed as part of the audit, will increase proper disposal and reduce organic waste from landfills. Although not a direct reduction of GHG emissions for the City, we will also work with local jurisdictions including surrounding cities and the county to create an inter-office or inter-jurisdiction surplus program where City offices can provide items (e.g., pieces of furniture) for reuse for free to other offices within the City or other jurisdictions. A waste audit would be performed every two years to track the waste sources and identify any gaps in signage or education, as well as opportunities to strengthen the purchasing policy based on current best practice at that time.

48. <https://www.sciencedaily.com/releases/2017/04/170421123255.htm>

Key Performance

Indicators:

- Landfilled organic waste (% change)
- Landfill inorganic waste (% change)

Emissions 2030: N/A
Reductions 2045: N/A

CIO-6a

Require implementation of the Single Use Plastic Ordinance at all City departments, events, and contracts.

CIO-6b

Provide reusable mugs and foodware items to all new and existing employees in an effort to encourage the use of reusable alternatives to single-use items. Provide information on the benefits of reusing resources.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- CIO-6c Complete an audit on current bin infrastructure and bin signage in each municipal facility and at City events. Establish a clear plan to install/distribute adequate compost and recycling bins throughout all facilities and to all events, and improve signage so that accepted landfill, recyclable, and compostable materials are clearly identified for each bin.
-
- CIO-6d Partner with an entity such as the City's franchised waste hauler to provide annual training to City employees on current waste management practices, any modifications to the practices, and proper disposal methods. Empower them to educate the community on the benefits and proper methods of recycling and composting and use this as an opportunity to promote the City's existing programs, such as the free mulch program, shredding program, household hazardous waste collection, as well as expand programs as appropriate.
-
- CIO-6e Work with CalRecycle and similar entities to identify and secure grants that fund waste diversion and educational programs.
-
- CIO-6f Create a shared resource area within each City-owned facility dedicated to lightly used office supplies such as staplers, tape dispensers, pens, and pads of paper, facilitating the reuse of items among staff members and promoting efficiency and reducing waste.
-
- CIO-6g Partner with local jurisdictions including surrounding cities and the county to create an inter-office or inter-jurisdiction surplus program where City offices can provide items (e.g., pieces of furniture) for reuse for free to other offices within the City or other jurisdictions.
-
- CIO-6h Create a buy-nothing group for City staff to share resources and items that they may no longer be interested in or have a use for at their homes.
-
- CIO-5i Perform a waste audit every two years to track waste sources, gaps in signage and education, and opportunities to strengthen the purchasing policy (e.g., based on materials continuing to the landfill or the contaminating recycling and composting streams).
-

City Infrastructure & Operations



CIO-7

Retrofit existing infrastructure owned and operated by the City, such as the Pinole-Hercules Water Pollution Control Plant, located in the areas at risk of sea level rise.

As detailed in the Vulnerability Assessment prepared for the City of Pinole’s Safety Element, because the City of Pinole includes approximately 1.5-mile of coastline along the San Pablo Bay, the City is potentially vulnerable to future sea level rise. The Vulnerability Assessment notes that the City of Pinole is projected to experience significant impacts when a total water level increase of 4 - 6 feet, with 4 feet of total water level increase anticipated to result in moderate inundation at the Pinole-Hercules Water Pollution Control Plant. Additionally, the Vulnerability Assessment notes that although 4 – 6 feet of sea level rise on the upper end of what is projected to occur during the 21st century, it is possible that sea level rise combined with storm surges could contribute to temporary inundation in Pinole. As a specific example, if sea level rose 2 feet, and the community experienced a 100-year storm surge, there could be a total water level of 6 feet. Similarly, if sea level were to rise 4 feet, and the community experienced a 2-year storm event, the water level would similarly reach 6 feet. Therefore, it is important to prepare accordingly and complete a feasibility study to understand the various options related to infrastructure improvements at the Pinole-Hercules Water Pollution Control Plant to mitigate against sea level rise and flood hazards (Action CIO-7a). Implementation of this measure will occur over the longer-term, as we first understand the opportunities and then begin to work together, identify funding, and complete the necessary upgrades to the system to protect it in the long-term.

Key Performance

Indicators:

- Feasibility study status

Emissions Reductions

2030: N/A
2045: N/A

CIO-7a

Complete a feasibility study to evaluate various options for infrastructure improvements of Pinole-Hercules Water Pollution Control Plant to mitigate against sea level rise and flood hazards. Develop a long-term management plan to address impacts of sea level rise, which incorporates any potential maintenance, relocation, or retrofits and structural changes to accommodate changes in sea level.

CIO-7b

Collaborate with the San Francisco Bay Regional Water Quality Control Board to increase the Pinole-Hercules Water Pollution Control Plant’s

Pillars



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Funding



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Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

CIO-7b
cont.

resilience to sea level rise and stronger storms. For example, implement a trigger-based Coastal Hazard Monitoring Program, which would allow to implement improvements or relocate in a timely manner, and conduct feasibility studies from technical experts, retrofitting, relocating, or eliminating outfalls deemed “at risk.”

CIO-7c

Provide alternate routes and ensure redundancy of critical transportation routes, as possible, to allow for continued access and movement to and along the coast in instances in which sections of roadways may become temporarily impassible because of shoreline hazards. Additionally, inform City staff, residents, and visitors about alternate routes to shoreline areas.

CIO-7d

Host working groups with community-based organizations, experts in the field, and interested parties to identify and prioritize vulnerable communities, involve them in decision-making, use community benefits agreements, prioritize underserved communities, and consider the financial impact on residents.

CIO-7e

Identify and apply for a grant funding source to fund facility upgrades, relocation, or additional analysis through entities such as the San Francisco Bay Conservation and Development Commission, California Coastal Commission, National Oceanic and Atmospheric Administration (NOAA), or Federal Emergency Management Agency (FEMA).

CIO-7f

Conduct a detailed and City-specific groundwater emergence threat assessment, factoring in local geomorphology and groundwater data, for use in future planning and analysis.

CIO-7g

Incorporate policy guidance and model ordinance language in Citywide plans, policies, and regulations to prioritize strategies that reduce potential impacts due to sea level rise and shoreline hazards and increase the resilience of the City’s shoreline areas.



City Governance

- CG-1** *Build staffing capacity to effectively implement the CAAP measures and update the CAAP triennially.*
- CG-2** *Establish reporting procedures to implement the CAAP measures and transparently communicate progress to the community.*



City Governance



CG-1

Build staffing capacity to effectively implement the CAAP measures and update the CAAP triennially.

One of the first steps in establishing a culture of sustainability is building internal capacity and clearly establishing a foundation of responsibilities to consistently implement identified initiatives. This requires identifying and empowering key team members who are excited to drive sustainability initiatives forward, then providing them with the resources, training, and support needed to lead and implement the strategies effectively and efficiently. By building internal capacity, we will create a coordinated approach to sustainability that is integrated into all aspects of the City's operations. This structure not only helps to support the long-term success of the Plan, but also fosters a culture that inspires and empowers employees at all levels of the organization to contribute to climate-related efforts. Through ongoing monitoring and adaptive management, we can periodically refine and improve the initiatives included in this plan, so that they remain effective and impactful over time and any new technology, or best practices are implemented, where and when appropriate.

Key Performance

Indicators:

- New full-time positions (#)
- Climate Coordinators identified (% of departments)
- Annual survey responses (#)

Emissions 2030: N/A

Reductions 2045: N/A

CG-1a

Create a new full-time staff position in the Community Development Department (such as a Sustainability Manager or Coordinator) to oversee CAAP implementation, monitoring, and reporting in addition to cross-department collaboration.

CG-1b

Identify a Climate Coordinator from each of the City's main departments and divisions. The Climate Coordinators will meet quarterly for sustainability peer-to-peer information sharing sessions to discuss challenges, brainstorm

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



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Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

CG-1b
cont.

solutions, and track progress towards reaching the City's CAAP key performance indicators. This team will serve as the key organizers for cross-departmental collaboration needed to implement climate goals, as well as community contacts and key researchers for emerging technologies and best practices in climate action.

CG-1c

Conduct an annual staff survey to determine the following:

- Existing staff interest in leading climate initiatives to identify internal champions.
 - Staff capacity to implement CAAP actions, monitor progress, and report updates; and associated capacity gaps to fill.
-

CG-1d

Include a description of Pinole's climate goals and values in job postings, improving talent acquisition and potentially boosting retention and worker morale.

CG-1e

Apply for and fund climate staffing assistance through fellowship/internship programs including the Climate Corps Fellowship, California Pacific University, and CivicSpark to increase internal staff capacity for CAAP implementation and bring in innovative ideas.

CG-1f

Earmark funding for CAAP updates.



City Governance



CG-2

Establish reporting procedures to implement the CAAP measures and transparently communicate progress to the community.

Assessing, tracking, and publishing regular progress reports increases transparency and progress towards implementing the initiatives outlined in the CAAP. By doing so, it not only enhances clarity but also generates a sense of importance and urgency in achieving the goals. This measure acts as a bridge between the community and City staff, fostering a stronger connection and a sense of shared responsibility for our sustainable future. To effectively implement this measure, the City will join the Institute for Local Government's Beacon Program to support transparent reporting through access to technical assistance, regional networking and education opportunities, and opportunities to recognize Pinole's climate action achievements (Action CR-1a). Additionally, as part of this initiative, we will complete a community emissions inventory every two years and report progress on the measures annually to provide transparent project updates. Educational and informational materials will be translated to non-English languages (Action CR-2f) to provide consistent and equitable information.

Key Performance

Indicators:

- Completion and reporting of communitywide inventories (2 years) and municipal GHG inventories (5 years)

Emissions

2030: N/A

Reductions

2045: N/A

CG-2a

Join the Institute for Local Government's Beacon Program to support transparent CAAP reporting through access to technical assistance, regional networking and education opportunities, and opportunities to recognize Pinole's climate action achievements.

CG-2b

Conduct a communitywide GHG inventory every two years and a municipal GHG inventory every five years.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- CG-2c** Report communitywide GHG emissions and progress on Mitigation Measures annually through public reporting tools (e.g., CAPDash) and utilize social media to post updates and results so the community can easily stay up to date.
-
- CG-2d** Regularly update Pinole's CAAP webpage, Sustainability webpages (e.g., Community Choice Energy, EV Charging Stations, Single Use Plastic Reduction), and applicable Public Works webpages (e.g., Water, Garbage and Recycling, Trees) to provide up-to-date information on ordinance, program, and policies as they are updated through CAAP implementation.
-
- CG-2e** Explore and track the success of different ways to communicate climate progress transparently to the public (e.g., a dashboard, semi-regular social media posts, City webpages, Pinole TV). Track the number of clicks made on specific links to identify the most successful mechanisms for engagement.
-
- CG-2f** Translate key climate outreach materials into non-English languages. Explore partnerships through nonprofits and other organizations that can assist in translation of key materials.
-
- CG-2g** Communicate Pinole's climate and green economic development commitments through City branding and communications (beyond dedicated webpages and resources) and utilize existing City meetings and events to emphasize the importance of climate action and bring it into regular City and community discussions.
-
- CG-2h** Earmark annual funding for the CAAP update in the budget to demonstrate commitment to implementation and monitoring and to provide a consistent conduit of funding.
-



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Adaptation

"A coordinated campaign is important, too, to show actions, completion status, and results. This should not be a "one-off," or something siloed off from other city business; this mindset must be integrated into all city decision making and listened to and committed to..."

— Pinole Community Member





Climate Vulnerability and Adaptation Overview

Climate change is a global phenomenon that impacts local health, natural and cultural resources, infrastructure, emergency response, and many other aspects of society. Projected changes to the climate are dependent on location. As a part of Pinole's 2022-24 update of the General Plan's Safety Element, a Vulnerability Assessment was conducted to evaluate the potential impacts of climate change on community critical facilities (such as government facilities, hospitals and medical centers, police and fire stations, schools, wastewater treatment facility and transportation infrastructure) and populations. Vulnerabilities identified for Pinole were determined based on the exposure of people and critical facilities to different natural hazards and the community's

adaptive capacity, or ability to cope with and adjust to the impacts of climate change. The gaps identified between projected climate change impacts and adaptive capacity are the community's major vulnerabilities. The Vulnerability Assessment prepared for the Safety Element Update serves as a foundation for the climate adaptation strategies and actions included in the CAAP.



Key Climate Adaptation Terms

Adaptive Capacity

The ability for a community to cope with and adjust to the impacts of climate change. Actions such as setting up cooling centers and retrofitting buildings to include air conditioning increase adaptive capacity to extreme heat

Climate Hazard

A potential occurrence of climate related physical events or trends that may cause damage and loss. Climate hazards in Pinole include extreme heat, drought, flood, and landslides

Vulnerability

The propensity or predisposition to be adversely affected. Aging can change the body's ability to respond to heat, which makes older adults more vulnerable to heat illnesses during extreme heat events

Assessing Climate Vulnerability in Pinole

Scoring vulnerabilities helps to prioritize strategies and actions for adaptation. Vulnerability scores were determined as part of the Vulnerability Assessment based on a qualitative methodology outlined in the California Adaptation Planning Guide. The vulnerability score is a combination of potential impact from a climate hazard and adaptive capacity. These scores were used to identify which critical facilities and populations face the highest threat to climate hazards. Figure 12 shows how vulnerability is scored using potential impact and adaptive capacity.

Impact scores were based on data from climate models, state and Federal guidance reports, and local documentation. Pinole-specific data from Cal-Adapt were used to project changes to temperature, precipitation, and wildfire. Sea level rise projections were created with Pinole-specific data from California Coastal Commission's 2018 Sea Level Rise Policy Guidance and the National Oceanic and Atmosphere Administration's 2022 Sea Level Rise Technical Report.

The following section summarizes projected changes to climate hazards and key vulnerabilities to populations and critical facilities in Pinole.

Climate Change Impacts in Pinole

Figure 13 on the following page illustrates the projected changes and potential impacts of the key climate hazards of concern in Pinole: extreme heat, drought, flood, landslide, wildfire, and sea level rise.

"I am concerned about climate impacts of energy consumption. I have taken steps to reduce the impact of my consumption by upgrading my furnace and water heater."

– Pinole Community Member

Figure 12 Vulnerability Score Matrix

Potential Impacts	High	Medium	Low
	3	4	5
	2	3	4
	1	2	3
Adaptive Capacity			
	High	Medium	Low

Figure 13 Projected Changes and Potential Impacts of these Climate Hazards

An increase from 4 to 11 days of extreme heat (days over 95°F) per year by midcentury (2035-2064).

Extreme heat can cause heat exhaustion, heat cramps, heat stroke, and other illnesses. Extreme heat generally does not result in physical damage to buildings and infrastructure, although some technology or equipment may be susceptible to damages in high temperatures. Extreme heat events can place extra stress on the power grid which can lead to power outages. The largest concern during extreme heat events in Pinole is the effects to human health, especially for vulnerable community members including older adults, young children, individuals with disabilities, and individuals dependent on medical equipment.

Wildfire intensity and frequency are expected to increase.

Wildfires can cause health and safety risks, and damage to government facilities, such as Argyle #2 Reservoir (located outside of the City's jurisdiction) Pinole Fire Station 74, Pinole Swimming Pool, childcare centers, as well as approximately 122 residential buildings in Pinole. In addition, wildfires in the region can cause degraded air quality, impacting the health and safety of the Pinole community.



Drought is expected to occur more frequently in the future.

Droughts can increase the cost of water, which can lead to financial impacts to vulnerable and low-income populations. Droughts can also dry out vegetation and soils, increasing the probability of ignition and the rate of wildfire spread, decreasing tree canopy, and increasing soil instability. Drought in the region and statewide is expected to occur more regularly in the future as a result of climate change.

Landslides are expected to increase due to extreme heat, drought, wildfire, and extreme precipitation.

Various government facilities, schools, bridges, homes, and the Kaiser Permanent Pinole Hospital are susceptible to landslides. Landslides can damage structures and lead to human injuries or mortality.

Increased likelihood of extreme precipitation.

Critical facilities such as the Pinole Library, Police Department, and Senior Center, as well as bridges citywide, are vulnerable to flooding which could become worse with larger storms. Flooding could significantly damage or cut off access to these facilities as well as lead to contaminated stormwater runoff and cause public health issues.

Sea level rise combined with projected storm surges are projected to increase water level by 6 feet, inundating coastal areas of Pinole.

In addition to flooding buildings, sea level rise can lead to a rising water table and groundwater emergence including dry weather flooding, deterioration of underground infrastructure such as water and sewer pipelines and resurfacing of underground toxic contamination. Sea level rise combined with storm surges could contribute to temporary inundation in Pinole impacting human and animal health.

Adaptation Measures

In addition to mitigating the impacts of climate change through increased GHG reduction efforts, the community recognizes that adapting to potential impacts outlined above from the changing climate, is an essential component of climate action and adaptation planning. Climate impacts will have disproportionate effects on community members and increasing community resilience in Pinole will require implementing targeted adaptation actions that focus on protecting those who face the greatest impacts. Table 9 includes climate adaptation strategies and measures aimed at each of the identified climate impacts and are designed to increase community resilience in Pinole.



Plantable Seed Pin

Table 9 Adaptation Strategies and Measures

Measure ID	Measure Text
Strategy CAR: Community Adaptation and Resilience	
Measure CAR-1	Establish a reliable and dependable resilience center in the City to provide relief from extreme weather events, including extreme heat, flooding, and smoke from wildfires.
Measure CAR-2	Provide streamlined communication to the public on climate adaptation preparedness, resilience, and evacuation.
Measure CAR-3	Create an innovative Local Hazard Mitigation Plan (LHMP) to improve Citywide disaster preparedness, plan collaboratively, increase resilience, protect infrastructure and assets, and access available funding.
Strategy FL: Flood Control	
Measure FL-1	Improve the quality of and reduce the quantity of stormwater runoff through a variety of natural and built infrastructure projects.
Strategy SLR: Sea Level Rise	
Measure SLR-1	Create, restore, and protect natural coastal ecosystems.
Strategy EH: Extreme Heat	
Measure EH-1	Reduce the impacts of extreme heat in Pinole by installing green/cool roofs and cool pavement, as well as planting vegetation and trees to reduce urban temperatures and the urban heat island effect.
Measure EH-2	Map out and create a mural or set of murals using reflective paint to reduce interior heat in areas of Pinole that are most impacted by the urban heat island effect by 2026.
Strategy WF: Wildfire	
Measure WF-1	Enforce defensible space and home hardening standards to mitigate structure ignitions from wind-blown embers.



Community Adaptation & Resilience

CAR-1 *Establish a reliable and dependable resilience center in the City to provide relief from extreme weather events, including extreme heat, flooding, and smoke from wildfires.*

CAR-2 *Provide streamlined communication to the public on climate adaptation preparedness, resilience, and evacuation.*

CAR-3 *Create an innovative Local Hazard Mitigation Plan (LHMP) to improve Citywide disaster preparedness, plan collaboratively, increase resilience, protect infrastructure and assets, and access available funding.*

Community Adaptation & Resilience



CAR-1

Establish a reliable and dependable resilience center in the City to provide relief from extreme weather events, including extreme heat, flooding, and smoke from wildfires.

Per City guidelines, the City's established Senior Center will be opened as a cooling center if the National Weather Service (NWS) forecasts that Pinole will experience two consecutive days with high temperatures of 95 degrees or more to provide relief to community members.⁴⁹ Although the City has a centralized space for people to utilize during extreme heat events that offers air conditioning during traditional business hours, there are limitations. Establishing a comprehensive resilience center, which provides essential resources such as health programs, food, refrigeration, charging stations, basic medical supplies, and other emergency supplies, would provide relief to the community from more than just extreme heat, and include safe spaces during flooding and wildfire events, for example. This center would also support social connectedness and community climate solutions through year-round programming and be used by the City to host regular in-person events that educate the community on preparedness. As the first step in developing a more comprehensive facility, the City will conduct an assessment on the current operations as well as existing facilities that could serve as upgraded resilience centers. This would include conducting an audit on the existing heating ventilation and air conditioning (HVAC) systems at City owned facilities and replacing them on a quarterly basis. To meet the needs of the most vulnerable populations in an emergency, we will partner with WestCAT to establish a list of vulnerable community members and a program to transport them to the established resilience center(s) once available.

49. https://www.ci.pinole.ca.us/city_government/senior_center

Key Performance

Indicators:

- Number of resilience centers established
- Number of people who use the resilience centers in an emergency

Emissions 2030: N/A
Reductions 2045: N/A

CAR-1a

Conduct an assessment on the effectiveness of current City resilience center operations. Conduct a study regarding the feasibility of additional community locations (e.g., Pinole Youth Center and Pinole Library) that could serve as resilience centers by evaluating current amenities and resources available. As part of the studies, verify that the needs of vulnerable populations are met during climate hazard events and host focus groups with selected community-based organizations and other interested parties to identify needs for their service population.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- CAR-1b** Identify and apply for funding opportunities that support development of a resilience center, and/or staff positions to maintain the center, such as the Office of Planning and Research Regional Resilience Grant Program.
-
- CAR-1c** Utilizing the City's "Energy Conservation, Generation, and Storage Assessment" conducted in 2024, establish an upgrade and maintenance cycle, including replacement of filters with at least a MERV 11 rating on a quarterly basis for all existing HVAC systems in City owned buildings.
-
- CAR-1d** Work with WestCAT to establish a list of vulnerable community members (e.g., older adults, who may not be able to access a vehicle or public transportation during a heat wave), as well as a program to transport them to established resilience centers.
-
- CAR-1e** Partner with local public or private entities to establish resilience centers at privately owned facilities in the City.
-
- CAR-1f** Provide essential resources such as food, refrigeration, charging stations, basic medical supplies, and other emergency supplies at all City resilience centers, as well as educational materials on resources and climate adaptation and preparedness. Audit and refresh supplies on a biannual basis, including information on any new or updated programs or resilience center locations.
-

Community Adaptation & Resilience

CAR-2

Provide streamlined communication to the public on climate adaptation preparedness, resilience, and evacuation.



Streamlined communication, meaning efficient and direct flow of information without unnecessary complexity or delays, during emergencies is crucial as it assures timely and accurate information reaches the community, enabling swift decision-making and coordinated responses. Clear, accessibly, multi-lingual communication not only helps reduce potential panic but also empowers residents with the knowledge needed to take appropriate actions, fostering a sense of trust, community resilience, and collective preparedness in the face of unexpected challenges. Initially, the City will review and update the Emergency Information webpage to reflect ways to prepare for events that may be likely to increase due to climate change, including wildfires, floods, extreme precipitation, extreme heat, poor air quality, and drought, as well as heat-related illness, exacerbate mental stress, and respiratory diseases (Action CAR-2a). As part of Action CAR-2g, the City will work with Pinole Community Television to broadcast multi-lingual consistent, clear, and reliable information to the community and Action CAR-2h aims to create evacuation procedures for vulnerable populations in partnership with community-based organizations and facilities that serve identified populations.

Key Performance

Indicators:

- Number of emergency alerts sent
- Working group established

Emissions Reductions

2030: N/A
2045: N/A

CAR-2a

Review and update the City's Emergency Information webpage to reflect ways to prepare for events that may be likely to increase due to climate change, including wildfires, floods, extreme precipitation, extreme heat, poor air quality, and drought, as well as heat-related illness, exacerbate mental stress, and respiratory diseases

CAR-2b

Assess current City capacity to shelter displaced residents including facilities, infrastructure,

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

- | | |
|-----------------|---|
| CAR-2b
cont. | services, and community programs during an extreme weather event. |
| CAR-2c | Partner with community-based organizations to establish a working group to develop designated temporary housing options for wildfire displaced residents to live in for up to two years after their home is destroyed or severely damaged. |
| CAR-2d | Require that all emergency preparedness and evacuation communications are provided in plain language and translated into Spanish, Tagalog, and Cantonese to support non or limited English speakers. Increase participation in emergency notification systems including the Community Warning System and PG&E Community Wildfire Safety Program through social media campaigns and physical flyer distribution. |
| CAR-2e | Provide administrative support and dedicate staff time for grant writing and funding tracking for climate adaptation and resilience projects, including opportunities to increase and enhance communication such as preparation of interactive websites and information sharing resources. |
| CAR-2f | Identify critical facilities in need of reliable sources of sustained electrical power during events of extreme climate. Assess power loads at each critical facility, determine costs and technology options for battery storage, and make any additional recommendations to the City Council prior to advancing construction. |
| CAR-2g | Utilize Pinole Community Television (PCTV) to provide consistent information to community members about adaptation preparedness by providing multi-lingual information that is accessible for people including seniors, individuals with disabilities, children, and caregivers. |
| CAR-2h | Create evacuation procedures for vulnerable populations in partnership with community-based organizations and facilities that serve identified populations. Host and/or participate in in-person engagement and incorporate games/activities to educate the community on preparedness. |
| CAR-2i | Require that the City's resilience centers have adequate backup power sources and battery storage to mitigate service disruptions and provide redundancy in the event of a power outage. |



Flood Control

FC-1 *Improve the quality of and reduce the quantity of stormwater runoff through Implementation of the Pinole Green Infrastructure Plan.*

Flood Control

FC- 1

Improve the quality of and reduce the quantity of stormwater runoff through Implementation of the Pinole Green Infrastructure Plan.



The City of Pinole adopted a Green Infrastructure Plan in 2019 as required by the California Regional Water Quality Control Board for the San Francisco Bay Region's (RWQCB's) Municipal Regional Stormwater Permit (MRP). Green Infrastructure is defined in the plan as the construction and retrofit of storm drainage to reduce runoff volumes, disperse runoff to vegetated areas, harvest and use runoff where feasible, promote infiltration and evapotranspiration, and use bioretention and other natural systems to detain and treat runoff before it reaches the City's creeks and Bay. The Green Infrastructure Plan outlines a pathway to shift from traditional stormwater infrastructure to more resilient, sustainable stormwater management techniques. Implementation of this measure would include preparing a feasibility study to investigate potential infrastructure improvements to relocate critical City infrastructure from the 100-year flood zone. Additionally, the City will implement the stormwater and drainage projects identified in the City Capital Improvement Plan, to mitigate localized flooding incidents and complete the Storm Drainage Master Plan to thoroughly investigate deficiencies in the existing storm drain system and prioritize infrastructure improvements. After any flooding incidents, the City will provide inspections for residents and business owners upon request and provide post-disaster home repair and technical assistance for vulnerable communities.

Key Performance

Indicators:

- Feasibility study status

Emissions 2030: N/A
Reductions 2045: N/A

FC-1a

Prepare a feasibility study to investigate potential infrastructure improvements to relocate critical City infrastructure, such as the Senior Center, Pinole Police Department, and Tiny Tots, from the 100-year flood zone. The feasibility study would include:

- Identifying potential alternative locations for the City's critical infrastructure that's located in the 100-year flood zone.
- Preliminary design and construction of new buildings or facilities.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

FC-1a
Cont.

- Analysis of costs associated with relocating facilities as well as the potential costs of doing nothing.
- Outreach to community members and other interested parties to confirm that the relocation aligns with the community's needs.

FC-1b

Continue participation in the Contra Costa County Multi-jurisdictional Hazard Mitigation Plan update; identify flood mitigation actions eligible for grant funding through FEMA hazard mitigation assistance programs.

FC-1c

Encourage landlords to consider how to prepare their properties for flooding by providing retrofit informational resources and educational materials on prioritizing low-impact stormwater best practices.

FC-1d

Create educational campaigns that connect with vulnerable populations to increase awareness and knowledge of how to mitigate and weather flooding.

FC-1e

Identify and apply for grant opportunities to fund stormwater related projects from sources such as the State Water Resources Control Board, California Natural Resources Agency, the Coastal Conservancy, California Water Foundation, as well as the United States Environmental Protection Agency and the United States Department of Agriculture.

FC-1f

Review existing best practice and conduct studies of combined riverine/ shoreline flooding and increased severity of rainfall events on watershed flooding.

FC-1g

Complete the Storm Drainage Master Plan as identified in the Capital Improvement Plan to thoroughly investigate deficiencies in the existing storm drain system and prioritize infrastructure improvements.

FC-1h

Implement stormwater and drainage projects identified in the City Capital Improvement Plan, to mitigate localized flooding incidents.

FC-1i

Conduct post-flood inspections for residents and business owners upon request and provide post-disaster home repair and technical assistance for vulnerable communities.



Sea Level Rise

SLR-1 Create, restore, and protect natural coastal ecosystems.

Sea Level Rise

SLR- 1

Create, restore, and protect natural shoreline ecosystems.



Pinole occupies a unique location on the San Francisco Bay which has been long neglected and is susceptible to coastal erosion and other impacts related to climate change. However, coastal and estuarine⁵⁰ ecosystems have the capacity to deliver a wide range of goods and services, many of which provide material benefits such as food supply, regulation of water-quality processes, storm protection, and carbon storage.⁵¹ To truly protect the natural coastal ecosystem, a shoreline stabilization study will be conducted to determine the most effective methods for protecting Pinole's communities and infrastructure from erosion and sea level rise, and to identify opportunities for restoring natural habitats that can serve as a buffer against storm surges and other impacts of climate change (Action SLR-2a). We recognize how crucial it is to provide early and ongoing education about the benefits of our surrounding ecosystems. Therefore, as part of Action SLR-2g, the City will create a partnership to establish a Shoreline Ecosystem Education and Innovation Program that will focus on educating youth in Pinole on the importance of natural ecosystems, their role in climate resilience, biodiversity, and local, native species, and also provide hands-on volunteering opportunities for the community.

50. <https://dictionary.cambridge.org/us/dictionary/english/estuarine>

51. <https://www.sciencedirect.com/topics/earth-and-planetary-sciences/coastal-ecosystem#:~:text=Coastal%20and%20estuarine%20ecosystems%20deliver,storm%20protection%2C%20and%20carbon%20storage.>

Key Performance

Indicators:

- Shoreline Stabilization Study Status

Emissions 2030: N/A
Reductions 2045: N/A

SLR-1a

- Conduct a shoreline stabilization study to determine the most effective methods for protecting Pinole's shoreline communities and infrastructure from erosion and sea level rise, and to identify opportunities for restoring natural coastal habitats that can serve as a buffer against storm surges and other impacts of climate change. The study would involve the following:
- Assessing the physical characteristics of the shoreline

Pillars

- | | |
|-------------------|--------------|
| Structural Change | Funding |
| Education | Partnerships |
| Equity | Feasibility |

Co-Benefits

- | | |
|---|-------------------|
| Access to healthy food | Cost savings |
| Cleaner air/water | More green spaces |
| Improved accessibility | Improved economy |
| Disaster preparedness, safety, and resilience | |



City of Pinole Climate Action and Adaptation Plan (CAAP)

SLR-1a
cont.

- Evaluating the potential risks and benefits of different stabilization techniques
- Engaging with local community members and other interested parties to ensure that the chosen strategies align with community needs and values.
- Prioritizing options that enhance and maximize coastal resources and access including considering innovative nature-based solution approaches.

SLR-1b

In collaboration with Contra Costa County Department of Conservation and Development and state agencies, develop a sea level rise resilience and adaptation strategy with shoreline restoration projects using innovative nature-based solutions and green engineering that would enhance public access, shoreline habitat (e.g., re-establishing native dune habitats, wetlands, and lagoons) and increase shoreline recreational opportunities.

SLR-1c

Partner with the San Francisco Bay Conservation and Development Commission (BCDC), and/or similar entities, regarding regional approaches, strategies, and mitigation actions to address sea level rise. Implement a Shoreline Management Plan, and/or a Shoreline Monitoring Program that would identify erosional hotspots and timely response.

SLR-1d

Establish annual budgets for projects within and benefiting vulnerable populations (2016, Assembly Bill 1550), including seniors, individuals with disabilities, children, low-income communities, and communities in low-lying areas.

SLR-1e

Research external funding opportunities, including grants to support shoreline resilience, shoreline restoration projects, or beach nourishment (e.g., Living Shoreline and Nature-based solution projects). Examples of grantee agencies are California Coastal Conservancy, California Coastal Commission, California Ocean Protection Council, NOAA, California Division of Boating and Waterways).

SLR-1f

Identify replacement opportunities or otherwise plan for how to replace recreational areas and accessways that will be lost due to inundation or damage associated with sea level rise. Consider either the designation and zonation of lands into a Local Coastal Program or providing additional incentives to encourage creation of new recreation areas or opportunities. Additionally, plan for future shoreline recreational space and parkland by protecting open space adjacent to shoreline habitats, allowing the beach and habitats to migrate into these spaces.

SLR-1g

Partner with West Contra Costa Unified School District, private schools in Pinole, East Bay Parks, East Bay Municipal Utility District, Friends of Pinole Creek Watershed, 350 Contra Costa, or similar entities to create educational opportunities for the community around the Pinole Creek Watershed. These programs would focus on educating youth in Pinole on the importance of natural shoreline ecosystems, their role in climate resilience, biodiversity, and local, native species. The programs would also include information on how people can actively get involved in adapting to climate change in their homes and neighborhoods and provide hands-on volunteer opportunities for the community to participate.

SLR-1h

Increase the City's near and long-term capacity building to be able to develop and implement thoughtful shoreline resilience projects by creating a position for and hiring a shoreline resilience expert. The specific title may vary depending on the individual's background and the focus of their work within the broader context of climate change and sea level rise.



Extreme Heat

- EH-1*** *Reduce the impacts of extreme heat in Pinole by installing green/cool roofs and cool pavement, as well as planting vegetation and trees to reduce urban temperatures and the urban heat island effect.*

- EH-2*** *Map out and create a mural or set of murals using reflective paint to reduce interior heat in areas of Pinole that are most impacted by the urban heat island effect by 2026.*

Extreme Heat



EH-1

Reduce the impacts of extreme heat in Pinole by installing green/cool roofs and cool pavement, as well as planting vegetation and trees to reduce urban temperatures and the urban heat island effect.

Green roofs, or rooftop gardens, are a vegetative layer grown on a rooftop that provides shade and removes heat from the air to reduce roof surface temperatures and thereby the surrounding area. Based on previous analysis on green roofs, temperatures can be 30–40°F lower than those of conventional roofs and can reduce city-wide ambient temperatures by up to 5°F.⁵² Given the anticipated increase in temperature by mid- and end-of-century, a 5°F reduction in ambient temperature could make a significant positive impact. In addition to outdoor temperatures, green roofs can also reduce building energy costs compared to conventional roofs. Similarly, a cool roof, which includes either painted or un-painted options that have high-solar reflectivity and are designed to reflect more sunlight than a conventional roof, absorbing less solar energy.⁵³ Cool pavement options also include a range of established and emerging technologies that reflect more solar energy, enhance water evaporation, or have been otherwise modified to remain cooler than conventional pavements. This measure will be facilitated through partnership with the West Contra Costa School District and private schools in the City to create a map of the campuses and develop a plan to reduce urban heat islands in schools and adjacent areas. Implementation will also include auditing existing bus stops and creating a prioritized plan for shelter upgrades based on existing operations. As mentioned under the summary for Measure CS-1, California has an incredibly diverse ecosystem, which is reflected in the City. By identifying trees, grasses, and shrubs with the greatest cooling benefits and maximum biodiversity potential, multiple benefits would be achieved.

52. <https://www.epa.gov/heatislands/using-green-roofs-reduce-heat-islands>

53. <https://www.energy.gov/energysaver/cool-roofs#:~:text=A%20cool%20roof%20is%20designed,cool%20on%20a%20sunny%20day.>

Key Performance

Indicators:

- Cool roofs installed (#and sf)
- Green roofs installed (#and sf)

Emissions 2030: N/A
Reductions 2045: N/A

EH-1a

Partner with the West Contra Costa Unified School District and private schools in the City to map out each campus in Pinole to understand the current infrastructure and then develop a plan to reduce the heat islands in Pinole's schools and adjacent areas, including on walking routes by plant trees or increasing shade structures as appropriate.

EH-1b

Establish a tree removal replacement policy where trees that are removed are replaced with shade trees that are adapted to the area.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

EH-1c

In collaboration with Contra Costa Health Services, establish local early heat warning system that provides public health alerts in Spanish, Tagalog, and Cantonese.

EH-1d

Complete an assessment that evaluates new cool pavement technology, cost/benefits, and challenges and opportunities. Upon completion of the study, conduct a pilot of cool pavement application at a centralized area in Pinole that is most impacted by extreme heat to demonstrate success of the program.

EH-1e

Partner with WestCAT to audit existing bus stops in the City of Pinole with information detailing the current structures around the transit stops. Create a prioritization list of stops with low shading scores. Identify opportunities to add, replace, or upgrade existing transit stop shelters to provide increased shade for the transit riders and work with WestCAT to implement the identified opportunities.

EH-1f

Identify trees, grasses, and shrubs with greatest cooling benefits and maximum biodiversity potential and plant them in prioritized open spaces.

EH-1g

Identify grant funding opportunities and engage with local nurseries (e.g., Oaktown, Watershed Nursery, and Native Here) and tree planting programs to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted by residents living in rental/multi-family homes.

EH-1h

Amend the Building Code to require cool roofs for all new construction.

EH-1i

Partner with emergency management services to establish backup power and energy grid shutdown protocols that protect the most vulnerable populations (e.g., seniors, individuals with chronic health conditions, children, individuals with disabilities).

EH-1j

Identify opportunities to apply compost as mulch at City open spaces to improve water-holding capacity and filtration to combat extreme heat.

EH-1k

Identify a location in the City to establish a “Community Corner” redevelopment project as a model design project to reduce urban temperatures. Incorporate trees, grasses, and shrubs with the greatest cooling benefits into the project, utilize compost in the project’s landscaping, and incorporate cool pavement technology, cool roofs, and shade structures where applicable. Further consider incorporating a rain garden and resilience center resources into the redevelopment project and publicize all resilient design elements through signage on the property and community tours.

EH-1l

Support development of community-serving microgrids and prioritize areas with high social vulnerability.

Extreme Heat

EH-2

Map out and create a mural or set of murals using reflective paint to reduce interior heat in areas of Pinole that are most impacted by the urban heat island effect by 2026.



Community murals are brightening and revitalizing communities nationwide in more ways than one by going beyond artwork and acting as economic development tools. According to the Americans for the Arts, a leading nonprofit for advancing the arts, arts drive tourism, support local merchants, and represents a growing portion of the gross domestic product.⁵⁴ Reflective mural have been measured to reduce the surface temperature of buildings by approximately 30 percent.⁵⁵ To initiate this exciting and innovative project, the City will create a digital map showing neighborhoods where it is the hottest and identify a location or locations to pilot an urban heat mural project (Action EH-2a). To measure indoor temperature, and ultimately, how productive the murals are at reducing indoor temperatures, sensors would be installed in the identified locations prior to completing the mural and be used to continue to track data after the murals are installed (Action EH-2d). Upon completion of the murals, the City would host community unveiling ceremonies that celebrate the project and provide updates on the CAAP implementation, as well as resources such as relevant incentives and rebates.

54. <https://uca.edu/cced/2016/07/05/community-murals-as-economic-development-tools/>

55. <https://www.pacoimabeautiful.org/programs/beat-heat-mural>

Key Performance

Indicators:

- Murals Complete (#)
- Temperature change between pre- and post-project

Emissions 2030: N/A
Reductions 2045: N/A

EH-2a

Partner with NASA, or a similar organization to create a digital map of the City showing neighborhoods where it is the hottest and identify locations to pilot an urban heat mural project.

EH-2b

Post the map on the City's website and host community feedback sessions to update the analysis included in the map based on real lived experiences. Additionally, post mural design concepts that are created as part of Action EH-2c to foster a sense of ownership over the project.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

EH-2c

Create a partnership with Contra Costa College, Pinole Artisans, West Contra Costa Unified School District, private schools, and/or similar interested parties and community-based organizations to design and paint mural(s) that inspire the community while reducing indoor heat using reflective paint.

EH-2d

Install indoor and outdoor temperature sensors in the identified locations prior to completing the mural and continue to track data after the murals are installed to measure indoor changes in temperature to quantify the benefits of the project.

EH-2e

Identify and apply for grants to fund the completion of the mural and/or work with cool paint manufacturers to supply a small amount of paint at no cost for a pilot project where their name would be included on a plaque with volunteer artists who partner with the City to donate their time and expertise to create a unique project.

EH-2f

Host a community unveiling ceremony where the artists and project partners are invited to participate in a meet and greet and celebrate the community in an unveiling celebration that can also be used to provide the community with information on the status of the Climate Action and Adaptation Plan implementation and resources including relevant community incentives and rebates.



Wildfire

WF-1 *Enforce defensible space and home hardening standards to mitigate structure ignitions from wind blow embers, conduct ongoing community workshops on home-hardening techniques, and connect community members to funding resources to implement these techniques.*

Wildfire



WF-1

Enforce defensible space and home hardening standards to mitigate structure ignitions from wind-blown embers and direct flame impingement in fire hazard severity zones and protect the community from wildfires.

Defensible space is defined as the buffer created between a building and the surrounding ecosystem (grass, shrubs, and any wildland area) that is necessary to slow or prevent the spread of wildfire. Not only does defensible space protect buildings from catching on fire from embers, direct flames, or radiant heat, it also provides a physical space for firefighters to work.⁵⁶ Hardening (i.e., preparing) homes and businesses for potential wildfire include utilization of noncombustible materials during necessary replacements (e.g., fire rated roofs), caulking and plugging gaps, and installing weather stripping, among other things. Implementation of this measure would include conducting a feasibility study and if recommended, amending the Pinole Building Code to require best-practice Ignition Resistant Construction methods for new construction and substantial redevelopment in the wildfire hazard zone (Action CR-1b). Additionally, a built asset vulnerability assessment will be completed to identify which City-owned facilities and infrastructure have the highest risk to wildfire impacts and then identify opportunities to mitigate the risks. Similar goals are expected to be codified at the state level through AB 2322, which requires the State Fire Marshal to research and develop mandatory building standards for fire resistance prior to the next triennial edition of the California Building Standards Code adoption (January 1, 2026).

56. <https://www.readyforwildfire.org/prepare-for-wildfire/get-ready/defensible-space/>

Key Performance

Indicators:

- Feasibility study status

Emissions 2030: N/A
Reductions 2045: N/A

WF-1a

Partner with Housing Authority Contra Costa to conduct a study that estimates potential housing displacement impacts associated with wildfire events.

WF-1b

Conduct a feasibility study and if recommended, amend the Pinole Building Code Title 15 (Building and Construction) to require best-practice Ignition Resistant Construction methods for new construction and substantial redevelopment in the wildfire hazard zone.

Pillars



Structural Change



Funding



Education



Partnerships



Equity



Feasibility

Co-Benefits



Access to healthy food



Cost savings



Cleaner air/water



More green spaces



Improved accessibility



Improved economy



Disaster preparedness, safety, and resilience



City of Pinole Climate Action and Adaptation Plan (CAAP)

-
- WF-1c** Develop a subsidy program to improve air quality in the homes of low-income residents or vulnerable community members to mitigate impacts from wildfire smoke.
-
- WF-1d** Partner with West Contra Costa Fire Safe Council to help secure grant funding for mitigation activities that promote fire safe retrofits of existing structures that meet ignition-resistant building codes.
-
- WF-1e** Conduct a built asset vulnerability assessment to identify which City-owned facilities and infrastructure have the highest risk to wildfire impacts, identify opportunities to mitigate risk and implement changes.
-
- WF-1f** Evaluate and help identify and apply for funding for infrastructure improvements at Pinole Fire Station 74 to mitigate against wildfire hazards (fire breaks, fire resistant building materials, etc.).
-
- WF-1g** Actively engage in collaborative efforts to reduce wildfire risks, implementing effective mitigation strategies, and fostering a culture of fire safety through education and community involvement to achieve Firewise recognition
-
- WF-1h** Prepare, adopt, and fully implement a Vegetation Management Plan for high-fire risk areas.
-
- WF-1i** Continue to conduct proactive vegetation/weed abatement enforcement by removing vegetation and/or brush in areas adjacent to wildfire hazard zones, including both public and private property. Establish a comprehensive defensible space zone and fire breaks within the VHFHSZ, and a regular maintenance schedule. A FEMA approved HMP can establish eligibility for grant funding to complete fuel modification projects.
-
- WF-1j** Locate future critical facilities outside of the wildfire hazard zone.
-
- WF-1k** Continue to coordinate with PG&E through Rule 20A Program to underground utility lines to mitigate wildfire risk.
-
- WF-1l** Conduct on-going workshops on defensible space, vegetation management, and home-hardening techniques based upon most up to date CAL FIRE management guidelines and policies for landowners in fire hazard severity zones.
-
- WF-1m** Foster a community partnership that can successfully apply for and receive funding from programs such as the CAL FIRE Defensible Space Assistance Grant program and upcoming opportunities that become available.
-

Implementation

"I have solar and am interested in trying to consume less energy than I produce and also track to look for patterns to make sure there is no wasted energy."

– Pinole Community Member





Earth Walk Community Art Project, 2023

Implementation and Monitoring

We share a long history of completing projects to reduce GHG emissions and address climate impacts. With the adoption of this CAAP, additional collaboration and action will be necessary to reduce GHG emissions in line with the climate mitigation and adaptation goals. Establishing, maintaining, and enhancing new, and existing, relationships between the City and the community will be a pivotal piece in achieving the Plan's targets. Being transparent about progress over time is critical to building trust with the community.

Additionally, new policies and ordinances will be needed to drive change in tandem with new and innovative funding mechanisms to bolster the transformation of infrastructure and technology. Programs to educate and empower the community will increase awareness and action.

The City will implement measures that mitigate GHG emissions and increase climate change resilience in an equitable manner and avoid traditional hurdles.

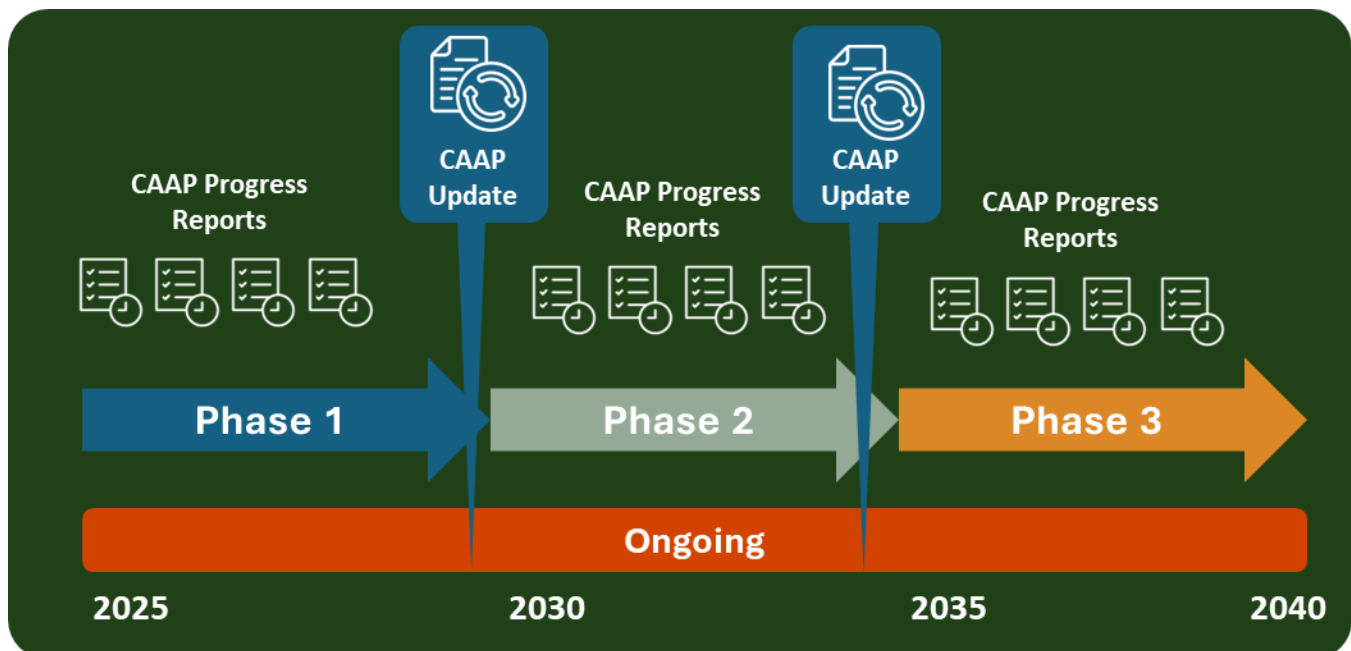
While substantial evidence suggests that the emission reduction measures outlined in this CAAP will achieve the City's 2030 targets, uncertainty increases over time as impacts related to climate change may evolve or intensify. The adoption rates of each measure and action, costs of technology, legislative environment, and benefits assumed in this report will also continue to evolve over time. Therefore, this CAAP should be viewed as a strategic framework that will be re-evaluated regularly. This chapter discusses the implementation plan, monitoring and reporting processes, and how the City will prepare updates over time.

CAAP Implementation

Cities around the world already face challenges in meeting community needs for investment in many types of critical infrastructure and programs. Climate change impacts, such as rising sea levels, severe weather conditions, and wildfires, will only cause further damage to infrastructure, property, and people's livelihoods. Inevitably the City will incur substantial costs in repairing and rebuilding damaged infrastructure and supporting affected communities because of climate change. To minimize these costs, the City has developed an implementation plan that outlines the steps, timelines, and resources required to achieve the goals and objectives of the CAAP. Some actions such as adopting ordinances or resolutions to establish an electrification reach code can be done on a short timetable; while others, such as implementation of the Active Transportation Plan will require longer timelines for both rollout of the infrastructure and use by the community. Tables 10 – 12 included below provide detailed information on implementation of each action, including the department responsible for implementing the action, the phase in which the initiative will be implemented, and examples of what the funding sources could be.

The timeline in Figure 14 shows the five-year implementation and update schedule, with a phased approach to measure implementation. To achieve the 2030 GHG emissions reductions targets discussed in Chapter 2, Pinole will need to begin implementing the measures and actions immediately following adoption, no later than December 2024. CAAP Updates will follow the phased implementation approach, beginning with Phase 1, which will occur in the short-term over the next five years (2024 – 2029). Phase 2 would include implementation of the mid-term measures, while Phase 3 would include implementation of the longer-term measures, that are anticipated to occur after feasibility studies are complete and initial measures are implemented. If the actions identified in the CAAP are not implemented or the GHG inventories don't track progress towards the 2030 target, additional actions will need to be developed and adopted in a CAAP update.

Figure 14 CAAP Implementation and Monitoring Schedule



The first CAAP progress report will be prepared in 2025 and the CAAP will be reviewed and updated in 2029, based on current best practice at that time.

CAAP Monitoring

Monitoring and reporting processes are essential for accountability towards achieving the adopted targets. As part of the CAAP, the City will complete an annual progress report as well as a five-year CAAP review and update. The annual progress reports will include both evaluating implementation progress against the schedule and calculating an annual communitywide GHG emissions inventory. The City will also appoint a dedicated team responsible for monitoring and reporting on the implementation of the CAAP. This team will collaborate with interested parties to collect data and information on the effectiveness of implemented strategies and report the progress to the City Council and the public. The City Council will in turn provide oversight and guidance on the implementation of the CAAP.

CAPDash

CAPDash, shown in Figure 5, is a web-based dashboard developed by Rincon Consultants, Inc. that allows Pinole to monitor the annual emission reductions achieved through the implementation of each measure and fulfill the requirements of CEQA Section 15183.5(b)(1)(e). The City will conduct annual implementation monitoring of the GHG emissions reduction measures. The process for tracking and quantifying measure implementation status relies on specific target metrics identified for each of the quantifiable CAAP measures and actions. By committing to annual monitoring of implementation progress and adjusting as needed, Pinole can effectively mitigate GHG emissions and adapt to climate change. In doing so, Pinole will make it's fair-share contribution to meeting statewide GHG emission reduction goals, increase resilience across the community and reap the co-benefits in public health, economic growth, resilience, and more. This strategic plan represents another significant step in the City's dedication to a sustainable future.

Figure 15 CAPDash



Table 10 Implementation of Mitigation Strategies, Measures, and Actions

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
Strategy CR. Cornerstone				
CR-1. Leverage the CAAP's work around electrification, transportation infrastructure buildout, organic waste diversion, and carbon sequestration to establish Pinole as a center for green economic development and high-road jobs.				
CR-1a	Coordinate with the City's Economic Development staff to review and update the Pinole Economic Development Strategy every three years (2026/28, 2029/31, 2032/34, etc.) and adjust fees to specifically attract green and clean energy businesses to Pinole by reflecting changing economic trends, evolving community needs, and emerging opportunities. Include an annual review of the fee schedules (including a survey of competitor's fees) to assess their impact on green businesses.	Community Development	Phase 1	- Office of Planning and Research Covid Economic Relief Fund: Implementation Program - Economic Development Administration's Public Works and Economic Adjustment Assistance Programs - Office of Business and Economic Development Accelerate California Grant
CR-1b	Work with the City's Economic Development staff to perform direct outreach to existing Pinole businesses to identify climate change impacts (e.g., climate hazards, increasing water and natural gas costs, etc.) that may affect the long-term viability and growth of existing core industries and small business. Include regional green and clean energy businesses in a "short list" of industries to focus these initial outreach and business retention efforts during Phase 1.	Community Development	Phase 1	- Office of Planning and Research Integrated Climate Adaptation Plan - Economic Development Department Workforce Development Fund
CR-1c	In partnership with organizations such as the Workforce Development Board of Contra Costa County or Contra Costa College, create a green workforce development program to connect Pinole residents to workforce development training courses for climate industries with high-road jobs. Additionally, use the program to develop a network of local professional associations active in Pinole and to incorporate green workforce development training courses into the periodic "Pinole Workforce Development Consortium" meetings identified in the Economic Development Strategy. Focus this program on members of the most disadvantaged and vulnerable communities in the City and track enrollment and success rate by zip code to monitor the reach and distribution of the initiative.	Community Development	Phase 1	- Economic Development Administration's Public Works and Economic Adjustment Assistance Programs - Economic Development Department Workforce Development Fund - Office of Planning and Research Covid Economic Relief Fund: Implementation Program

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CR-1d	Partner with the Contra Costa County Green Business Program to help small- and medium-sized businesses in Pinole minimize their impact on the environment and increase the number of certified Green Businesses in Pinole.	Community Development	Phase 1	Economic Development Department Equity Target Population Fund
CR-1e	Create a Green Technology Incubator in partnership with the Workforce Development Board of Contra Costa County, Contra Costa College, the Renaissance Entrepreneur Center, the East Bay Economic Development Alliance, or similar partners, to help startups and companies working on innovative solutions for climate-related challenges to succeed in the market. The Green Technology Incubator would provide access to funding through identification and partnership opportunities for grants, technical assistance, networking support, and community exposure.	Community Development	Phase 2	- Office of Planning and Research Covid Economic Relief Fund: Implementation Program - Economic Development Administration's Public Works and Economic Adjustment Assistance Programs - Office of Business and Economic Development Accelerate California Grant - Economic Development Department Workforce Development Fund
CR-1f	Incentivize optimal use of properties with a water view by adoption of Municipal Code Amendments allowing for height exceptions for mixed use developments that include top-floor restaurants that are dense, transit rich and connected to Pinole's growing active transportation network.	Community Development	Phase 2	
CR-1g	Based on the findings and recommendation of the broadband feasibility study (currently in progress), a subsidy or grant program may be developed to improve existing infrastructure of multi-family units (i.e., upgrade internal wiring etc.) to update policies to increase Pinole residents' work-from-home rate, including incorporating work-from-home strategies into the Transportation Demand Management standards of Action TR-3a.	Community Development	Phase 2	California Public Utilities Commission Broadband Adoption Account
CR-1h	Explore locations within the City to create a plan to develop a climate resilience district. The district would receive focused City resources, support, partnerships with local businesses, and engagement to develop resilient communities. Examples could include the Pinole Valley area to focus on funding projects related to wildfire risk, for example.	Community Development	Phase 2	- Governor's Office of Planning and Research Integrated Climate Adaptation and Resiliency Program Adaptation Planning Grant Program - Caltrans Sustainable Transportation Planning Grant

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
Strategy BE. Building Energy				
BE-1. Electrify 100% of new construction in the City by 2024.				
BE-1a	Adopt a single margin source energy score or more stringent ordinance in 2024 to avoid new natural gas construction.	Community Development Department	Phase 1	California Automated Processing Program
BE-1b	Partner with organizations such as MCE, Bay Area Regional Energy Network (BayREN), the Building Decarbonization Coalition and the U.S. Green Building Council (USGBC) to compile a suite of case studies (e.g., document/guide on all-electric best practices and examples applicable to Pinole or the Bay Area) and cost-effective strategies (e.g., energy efficiency improvements) for electric buildings by prototype. Provide digital copies on the City's website and hard copies at City Hall for residents and business owners to review and utilize.	Community Development Department	Phase 1	Bureau of Reclamation WaterSMART Water and Energy Efficiency Grants
BE-1c	Partner with organizations such as MCE, BayREN, the Building Decarbonization Coalition, and USGBC to educate building owners, developers, and contractors on the cost savings, environmental benefits, and versatility associated with all-electric construction, as well as the advantages all-electric construction provide for United States Green Building Council LEED certification. Utilize the case studies and cost-effective strategies as well as existing resources such as those provided by MCE as educational materials and share the information on the City's website, at City events (such as Dumpster Day and Earth Walk), and at the City's permit counter.	Community Development Department	Phase 1	
BE-1d	Partner with PG&E to conduct an electrification infrastructure and capacity feasibility study to identify expected increases in electricity demand due to building and vehicle electrification and identify infrastructure improvements (including local renewable energy and storage projects) to increase capacity to meet demand. During this process, work with MCE to provide projections on load changes due to electrification.	Community Development Department	Phase 1	
BE-1e	Partner with MCE, the WFD BCCC and/or other organizations to host regular workforce development trainings for installers, local contractors, and building owners/operators. Trainings would provide financial resources and technical requirements, including information on new electric appliances and approaches to electrification. Partner with community-based organizations to connect members of vulnerable communities to these training programs in plain language and in a culturally appropriate manner.	Community Development Department	Phase 1	Economic Development Department Workforce Development Fund
BE-1f	Advocate for regional policy and programs that allow for utility rates that are supportive of electrification (i.e., electricity rates lower than natural gas rates).	Community Development Department	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
BE-2. Electrify existing residential buildings to reduce natural gas consumption 31% by 2030 and 100% by 2045.				
BE-2a	Adopt a reach code in 2024 requiring all central air conditioning unit installations and replacements be two-way, providing both heating and cooling with a single unit for residential buildings. The ordinance would apply to projects after calendar year 2024. The ordinance would be implemented through the building permit process.	Planning and Building	Phase 1	
BE-2b	After calendar year 2024, include major renovations (i.e., projects that affect over 50% of the building, add an additional 50% of gross floor space to the building, or value more than 50% of the assessed value of the property at time of application submittal) in the all-electric new residential building requirements.	Community Development	Phase 1	
BE-2c	Complete a residential existing building electrification feasibility analysis by 2024 to determine the upfront and on-bill costs associated with building electrification strategies and draw on existing ordinances from similar jurisdictions to identify barriers to replacement and permit compliance (including equity barriers). This information will be used to inform and support future updates to the existing building electrification ordinances as well as the building electrification resource center (Action BE-2e).	Community Development	Phase 1	
BE-2d	Partner with Contra Costa County to create a virtual all-electric building resource center to provide residents information on available electrification assessments, turn-key installations by BayREN/state vetted contractors, low up-front costs and on-bill financing, and equipment and labor warranties.	Community Development	Phase 1	Department of Energy Grid Innovation Program
BE-2e	As part of the building electrification resource center, provide free assessments to rental and multi-family properties, as well as seniors and residents living on low incomes.	Community Development	Phase 1	
BE-2f	Partner with MCE and PG&E to review incentives, rebates, and on-bill financing options for procedural equity and then update the incentives to remove the identified barriers.	Community Development	Phase 2	
BE-2g	Partner with properties in Pinole that provide deed-restricted affordable housing, MCE, PG&E, and BayREN to initiate and complete an affordable housing electrification pilot project. Project will implement energy efficiency strategies to mitigate increased energy bills for occupants. Promote the pilot project as a case study for future projects in the City.	Planning and Building	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
BE-2h	Work with MCE and PG&E to conduct a cost-effectiveness study and design electricity and natural gas billing rates that make electrification the most cost-effective option to reduce energy bill burdens for residents living on low and medium incomes.	Planning and Building	Phase 1	
BE-2i	Provide education around cooking with electric appliances and partner with local chefs and/or restaurants to host cooking demonstrations at community events such as the Farmers' Market. Integrate locally sourced food into the demonstrations to also educate community members on the GHG emission reduction and resilience benefits of local food.	Community Development	Phase 1	
BE-2j	Enforce ordinance compliance through a comprehensive permitting compliance program which may include, but is not limited to: ▪ Providing dedicated time for routine staff training to incorporate into existing building inspections. ▪ Imposing fees for noncompliance to offset staff costs and encouraging voluntary compliance. ▪ Establishing easy-to-understand web-based compliance checklists and permit applications. ▪ Facilitating online permitting. ▪ Providing zero-cost permit fees for heat pump installations.	Community Development	Phase 1	
BE-2k	Develop and implement a water heater loan program where residents who are replacing their natural gas-powered water heaters with electric-powered water heaters at the end of their useful lives can borrow or rent at no cost a working natural gas water heater from the City for a limited period of time (e.g., three weeks) to use during any electrical panel upgrade requirements to install an electric water heater. Participation in this program could serve as a mechanism to support thoughtful residential transition. Consider expanding the loan program to induction stoves as well.	Community Development	Phase 1	California Automated Permit Processing Program: Solar Automated Processing Program
BE-2l	Partner with Rising Sun, or similar entity, to continue providing "Green House Calls" to residents to recommend energy-saving appliances and programs to help offset the costs of electrification.	Community Development	Phase 1	Bureau of Reclamation WaterSMART Water and Energy Efficiency Grants
BE-2m	Work with PG&E to identify opportunities for natural gas infrastructure pruning to reduce the chance of stranded assets, provide potential funding, and establish an efficient transition to carbon-neutral buildings. Engage local developers, MCE, and vulnerable populations to assess the feasibility of adopting an end-of-flow ordinance that would require natural gas lines be capped and decommissioned in existing buildings by 2045.	Building	Phase 2 – 3	
BE-2n	Adopt an end-of-flow ordinance that would require natural gas lines be capped and decommissioned in existing buildings by 2045.	Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
BE-3. Electrify existing commercial and mixed-use (i.e., combined commercial and residential) buildings to reduce natural gas consumption 26% by 2030 and 100% by 2045.				
BE-3a	Complete an existing commercial building electrification feasibility analysis by 2024 to determine the upfront and on-bill costs associated with building electrification strategies and draw on existing ordinances from similar jurisdictions to identify barriers to replacement and permit compliance (including equity barriers).	Community Development	Phase 1	
BE-3b	Adopt a reach code in 2024 requiring all central air conditioning unit installations and replacements be two-way, providing both heating and cooling with a single unit for commercial and mixed-use buildings. The ordinance will be implemented through the building permit process. Track annual progress on commercial and mixed-use building electrification through the same permit tracking program developed for residential building electrification.	Planning	Phase 1	California Electric Homes Program
BE-3c	Evaluate the success of the pilot Pinole Energy Efficiency Rebate Program which offers for calendar year 2024 additional rebates to Pinole residents for energy efficiency improvements stacked on top of federal, state, or regional rebates or discounts. Work with Contra Costa County Department of Conservation and Development to restructure the pilot program as needed. Seek annual grant funding sources to sustain and support the program through.	Planning	Phase 1	
BE-3d	Develop a building performance standard program to meet a specific level of energy use per square foot for all commercial and industrial buildings over 20,000 square feet. Implementation and compliance support, including resources and tools which will be implemented through four phases: 1. Pre-development phase– Phase 1 – Staff to receive technical assistance from the Building Technologies Office in the Federal Office of Energy Efficiency and Renewable Energy (EERE). Per the EERE, technical assistance may take the form of: ▪ Building stock analyses, including analysis of energy and emission impacts associated with building performance standard adoption ▪ Performance target-setting and trajectories ▪ Measure and technology prioritization and packaging ▪ Cost-effectiveness analyses	Planning and Building	Phase 1 – 3	California Electric Homes Program

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
BE-3d cont.	2. Data collection phase—Phase 2 – All commercial and industrial building owners with floor area over 20,000 square feet report electricity and natural gas data through energy star portfolio manager 3. Retro commissioning phase—Phase 3 – All covered building owners complete a retro commissioning process to identify and correct system inefficiencies while identifying opportunities for electrification and downsizing of oversized equipment. 4. GHG Performance Standard—Phase 4 – Implement a building performance standard that requires buildings to meet a specific GHG performance level			
BE-3e	Conduct targeted outreach and complete tailored campaigns during development of the building performance program (Action BE-3d) and electrification ordinance (Action BE-3b) to identify potential barriers to commercial and mixed-use electrification (including equity barriers) and educate commercial and mixed-use property owners on the potential cost savings and other benefits of electrification. Include targeted outreach to building owners that rent or lease space to small businesses and minority-owned businesses as well as the business owners and conduct a survey to such businesses to identify specific resources needed to support an equitable building electrification.	Planning and Building	Phase 1	▪ Economic Development Department Workforce Development Fund ▪ Economic Development Department Equity Target Fund
BE-3f	Partner with Contra Costa Health Services to provide small and minority-owned businesses/commercial property owners or property owners that rent or lease space to small or minority-owned business, electrification assessments, turn-key installations by BayREN/state vetted contractors, low up-front costs, and equipment and labor warranties through the building electrification resource center (Action BE-2e). Additionally, partner with MCE or PG&E to provide on-bill financing.	Community Development	Phase 1	Economic Development Department Equity Target Fund
BE-3g	Partner with the Bay Area Council, Bay Front Chamber of Commerce, and Contra Cost County Green Business Program to inform, encourage, and facilitate electrification for commercial business owners.	Community Development	Phase 1	
BE-3h	Review incentives and rebates (from Action BE-3g) for procedural equity and develop a process so that existing and updated incentive programs continue to be equitably distributed to the community. Hurdles to equitable implementation could include credit checks, excessive procedural roadblocks, and lack of targeted outreach.	Community Development	Phase 1	
BE-3i	Work with MCE and PG&E to incentivize all-electric retrofits by combining rebate programs and financing mechanisms to create cost-effective	Planning and Building	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
BE-3i cont.	electrification packages and develop bulk-purchasing opportunities for multi-unit development owners. Additionally, work with BayREN to educate the business community about the available incentives and include direct outreach to small, and frontline community-owned businesses and property owners who rent and lease space to frontline community-owned businesses.			
BE-3j	Work with BayREN to identify highly efficient net zero energy building owners that meet the CPUC's hard-to-reach criteria and publicize commercial tax breaks to these building owners as well as commercial developers in Pinole.	Community Development	Phase 2	
BE-3k	Re-evaluate the building performance program (Action BE-3d) every three years to gauge implementation progress and phase expansion of program to smaller buildings.	Building	Phase 2 – 3	
BE-3l	Review and update Section 15.46.020 of the Municipal Code to require upon a transfer of ownership the disclosure of additional relevant weatherization information (e.g., ventilation standards, wall insulation, and installation of programmable thermostats) for residences and commercial buildings over 5,000 square feet. As part of this, work with Contra Costa County Department of Conservation and Development to promote the Weatherization Program for qualifying residents. Additionally, develop a City-specific disclosure checklist and coordinate with realtors/brokers to engrain the City's resale requirements into their work with buyers and sellers.	Building	Phase 2	
BE-4. Work with MCE to provide carbon-free and renewable energy to at least 95% of the community by 2030.				
BE-4a	Support MCE in building capacity and funding to provide all Pinole customers 100% carbon-free and renewable energy and adopt a City resolution to enroll all Pinole residents and businesses in carbon-free and renewable from MCE (e.g., MCE's Deep Green option) by 2030. The resolution shall include identification of a funding or subsidy plan/program to avoid cost increases to customers enrolled in the California Alternate Rates for Energy (CARE) or Family Electric Rate Assistance (FERA) programs (Action BE-4b).	Planning	Phase 1	
BE-4b	In support of Action BE-4a, work with MCE to create a funding and subsidy plan/program for customers enrolled in the CARE or FERA programs to opt-up to MCE's Deep Green option. This may include subsidizing costs to customers who participate in CARE/FERA programs through non-discounted customer rate increase or obtainment of funding for vulnerable communities.	Planning	Phase 1	
BE-4c	Continue to work with MCE to conduct an annual analysis of opt-out rates in the City and expand the research to understand why residents and businesses opt out of MCE. Include targeted outreach to residents living on low and fixed incomes and vulnerable communities to identify barriers to remaining with MCE.	Planning	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
BE-4d	Continue to partner with MCE to conduct educational campaigns, including tabling at community events, establishing informational resources on the City's website, regularly posting on social media, and developing energy bill inserts, to highlight the benefits of 100% renewable energy and promote the available incentives.	Community Development	Phase 1	
BE-4e	Conduct targeted outreach campaigns to convert PG&E direct access customers to MCE by promoting available incentives and promoting the economic and business benefits of 100% renewable energy.	Community Development	Phase 2	
BE-5. Increase generation and storage of local community-scale renewable energy.				
BE-5a	Adopt a PV (Solar) Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install PV systems and storage that meet minimum requirements of Tier 2 Voluntary Standards under CalGreen.	Planning	Phase 1	California Automated Permit Processing Program: Solar Automated Processing Program
BE-5b	Continue to establish and streamline standards and permit requirements for electrification-related installations and battery storage systems to allow for easier implementation of these technologies in the City.	Planning	Phase 1	
BE-5c	Install a co-located community solar and storage facility to benefit affordable housing sites using Equity Resilience Incentives under the Self-Generation Incentive Program available through the California Public Utilities Commission.	Public Works	Phase 1	California Energy Commission Block Grant for Electric Vehicle Charger Incentive Projects
BE-5d	Collaborate with PG&E, MCE, and/or other community partners to support and incentivize local on-site energy generation and storage resources. This could include: ▪ Connecting home and business owners, particularly those in vulnerable communities, to incentives for renewable energy and storage including Net Metering Programs through PG&E for bill credits, the Disadvantaged Communities-single-family Solar Homes (DAC_SASH) program, Self-Generation Incentive Program (SGIP), and Equity Resilience rebates that provide an upfront rebate for battery storage, as well as the federal investment tax credit. ▪ Promoting installation of storage technology in concert with renewable energy infrastructure through multilingual education programs, outreach, and information provided via City platforms. ▪ Providing workshops to large commercial developers and large business property owners on the benefits of microgrids and energy resilience. ▪ Creating a strike team to conduct engagement efforts for the commercial sector to identify ways the City can support commercial energy storage installations and neighborhood scale microgrid opportunities.	Community Development	Phase 1	Department of Energy Grid Innovation Program

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
BE-5e	Expand the partnership with GRID Alternatives through increased funding/support and promote the benefits of renewable energy through multi-lingual educational programs to facilitate an equitable transition to renewable energy.	Community Development	Phase 1	
BE-5f	Partner with CBOs and homeowner's associations (HOAs) through the City's professional grant writing consultant, who will support the identification, conceptualization, preparation, and submittal of grant applications to secure funding for community-scale renewable energy projects. Utilize any grant funded projects as City pilot projects to demonstrate the success of the program and opportunities available.	Community Development	Phase 2	
Strategy TR. Transportation				
TR-1. Create a safe and connected active transportation network linked to Pinole Creek to increase active transportation mode share to 4% by 2030 and 10% by 2045.				
TR-1a	Conduct an analysis of existing bicycle and pedestrian conditions during the development of the Active Transportation Plan with a focus on identifying residential communities, commercial uses, schools, and open spaces currently disconnected from the Creek, due to freeways and lack of connections on busy roads. Build on the interactive map created to solicit community input regarding the Active Transportation Plan on "Pinole Speaks," the City's public input website to display the active transportation conditions identified and allow community feedback through the webpage.	Public Works	Phase 1	- Department of Transportation's Safe Streets and Roads for All program - Department of Transportation's Active Transportation Infrastructure Investment Program - California Transportation Commission's Active Transportation Program
TR-1b	Complete the Active Transportation Plan with a focus on creating safe and connected active transportation networks that link residential neighborhoods, schools, and commercial centers to Pinole Creek and thereby to each other. The plan will include: - A prioritized list of pathways to be installed or upgraded to include shared-use paths, buffered bike lanes, bike boulevards, and separated bikeways. - A prioritized list of bicycle parking or storage and equipment repair infrastructure. - Information on additional infrastructure installed as part of the plan, such as trash and recycling receptacles to prevent waste from entering the creek due to increased usage. - A schedule for reducing vehicle speed limits at prioritized locations. - Available funding sources for infrastructure buildout. - Use of sustainable materials, when feasible	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-1b cont.	Prioritization shall focus on achieving an equitable active transportation system where all Pinole residents have access to critical connections and mobility options.			
TR-1c	Partner with Contra Costa Transportation Authority to pursue funding from Caltrans' Active Transportation Program or similar funding opportunities to implement improvements from the City's Active Transportation Plan.	Public Works	Phase 2	
TR-1d	Partner with an entity such as the Metropolitan Transportation Commission, 511 Contra Costa, or the Contra Costa Transportation Authority to expand existing rebate programs to help families living on low- and fixed-incomes purchase alternative modes of transportation (e.g., bicycles, scooters, rollerblades, skates, skateboards) and appropriate safety gear.	Public Works	Phase 2	- Department of Transportation's Safe Streets and Roads for All Program - Department of Transportation's Active Transportation Infrastructure Investment Program - California Transportation Commission's Active Transportation Program
TR-1e	Partner with Bike East Bay and/or other non-profit groups to periodically close streets with connections and vistas of the Creek to cars to host walk/bike/roll (car-free) community events that demonstrate the benefits of a safe and connected active transportation network. Coincide these community events with regular active transportation events to encourage and reward residents for participation.	Public Works	Phase 2	
TR-1f	Partner with schools, youth sports leagues, the Pinole Police Department, and community groups such as Friends of Pinole Creek Watershed, 511 Contra Costa, Pinole Valley Earth Team, Pinole Rotary, Pinole Community Services Commission and local Tribes to teach students and families bicycle and pedestrian safety and educate them on the safe route availability and the health and environmental benefits of walking and bicycling, as well as the history of the Pinole Creek ecosystem and surrounding natural lands.	Public Works, Community Services	Phase 2	- Department of Transportation's Safe Streets and Roads for All program - Department of Transportation's Active Transportation Infrastructure Investment Program - California Transportation Commission's Active Transportation Program - California Transportation Commission's Local Partnership Program

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-1g	Partner with an electric bike provider or rental company to pilot an electric-bike rental program at the Pinole Library. Track use of the program, including equity indicators, to monitor its success and evaluate continuation of the program.	Community Development	Phase 2	California Climate Investments Program
TR-1h	Install bike repair stations along the Pinole Creek and consider partnering with a local bike shop to provide quarterly bicycle repair support for residents traveling along the bike path or at a designated, central location.	Public Works	Phase 2	California Transportation Commission's Local Partnership Program
TR-1i	Implement 100% of the Active Transportation Plan by 2030 to achieve a 5.5% active transportation mode share by 2030 and 10% by 2045.	Public Works	Phase 2 – 3	California Transportation Commission's Active Transportation Program
TR-2. Implement public and shared transit improvements and programs to achieve a 14% public transit mode share by 2030 and 18% by 2045.				
TR-2a	Partner with Western Contra Costa Transit (WestCAT) to conduct a prioritization study to determine transit priority corridors and best potential locations for WestCAT expansions (including the Hercules Intermodal Transit Center and Richmond BART Station) to reduce transit travel times from/to Pinole. The study shall include an analysis of existing stops and schedules, a survey of existing commuter patterns, analysis of potential latent demand, and targeted outreach to residents living on low- and moderate-incomes and members of vulnerable communities to understand the concerns around or equity barriers to using public and/or shared transit.	Public Works	Phase 1	California Transportation Commission's Local Partnership Program
TR-2b	Conduct a feasibility study to assess the potential impacts and costs of a park-and-ride facility in Pinole and identify potential locations.	Public Works	Phase 1	
TR-2c	Work with WestCAT to complete an analysis of potential design improvements, such as seating and shading bus stops and along active transportation routes to increase use.	Public Works	Phase 1	CalTrans Sustainable Transportation Planning Grant
TR-2d	Work with WestCAT to improve transit accessibility for people with disabilities by ensuring physical accessibility (i.e., ramps, lifts, and tactile paving), providing both audio and visual information; training staff on how to assist people with disabilities and handle equipment; and actively engage people with disabilities in the decision-making process.	Public Works	Phase 1	
TR-2e	Partner with WestCAT and the Contra Costa Transportation Authority to implement a free public transit pilot program for students, foster youth, and unhoused youth in Pinole that makes it free for participants to travel via WestCAT.	Community Development	Phase 1	Section 5310 Grant for Senior Access

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-2f	Based on the prioritization studies (TR-2a - TR-2c), develop a plan to prioritize infrastructure improvements in existing neighborhoods that increase access to and use of public transit. The plan shall include projects and timelines to: - Expand WestCAT routes and schedules - Cohesively label all existing and new stops - Provide safe and convenient shelters with benches, shade, hand sanitizing stations, area maps, and native plants - Establish a schedule to annually monitor routes and schedules to confirm they meet the needs of the community	Public Works	Phase 2	
TR-2g	Engage with Caltrans to design and install a park and ride facility, which may include implementing efficient traffic flow systems.	Public Works	Phase 2	
TR-2h	Partner with 511 Contra Costa to educate Pinole residents, commuters, and students on available transit opportunities through free commute consultations, and provide qualifying commuters with financial incentives to take transit, such as pre-loaded Clipper cards and a Guaranteed Ride Home program.	Public Works, Community Development	Phase 2	
TR-2i	Partner with WestCAT and the Contra Costa Transportation Authority to pursue funding for the prioritization study and plan (TR-2a - c and TR-2f) through MTC's One Bay Area Grant funding, or similar funding opportunities.	Public Works, Community Development	Phase 2	
TR-2j	Partner with the West Contra Costa Unified School District and/or private schools to evaluate mobility needs and expand bus routes where necessary to increase access to and use of school bus transportation to schools, including services for after-school hours for student and their guardians	Public Works, Community Development	Phase 2	
TR-3. Develop programs and policies to discourage driving single passenger vehicles and to support the active transportation and public transit mode share goals of Measures TR-1 and TR-2.				
TR-3a	Adopt an ordinance requiring all employers to develop a Transportation Demand Management (TDM) Plan and require large employers (i.e., more than 25 employees) to include money-based incentives for employees to bike, walk, carpool, or take public transit to work. Additionally, complete a comprehensive study to establish an Average Vehicle Ridership (AVR) that accurately reflects Measure TR-1 and TR-2's goals.	Public Works	Phase 1	
TR-3b	Create a Pinole Parklets Program to install parklets in the downtown and other commercial areas of the City and engage with businesses to gain sponsorship for the parklets.	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-3c	Require informative signage be included at the parklets designed through the Pinole Parklet Program (Action TR-3b) that provide information on the benefits of ecosystem services at all scales, and the health impacts associated with reducing single occupancy vehicle trips.	Public Works	Phase 1	
TR-3d	Partner with local jurisdictions, public transit providers, and CBOs to identify gaps in the transportation network that can be prioritized for cross-jurisdictional collaboration to connect the region and reduce the need for single occupancy vehicles.	Public Works	Phase 1	
TR-3e	Conduct an analysis of the potential community impacts and feasibility and benefits of implementing disincentive-based policies for driving single-passenger vehicles, including a congestion charge program, limiting parking options, increased local taxes (income tax, gasoline tax, or car registration tax), and Transportation Network Companies (TNC) user taxes. Include analysis of potential equity impacts of the policies and identification of potential equity metrics to address equity concerns when developing policies.	Public Works	Phase 1	
TR-3f	Consider opportunities to fund transportation system improvements through disincentive-based program revenues and/or a tiered TDM fee for employers who do not achieve the established AVR by 2030 to establish an equitable transition to more sustainable modes of transportation.	Public Works	Phase 2	
TR-3g	Conduct AVR surveys of Pinole businesses every three years to determine weekday AVR and mode shares split as well as perceived barriers to telecommuting and alternative modes of transportation (i.e., modes other than single occupancy vehicles), and interest in sustainable transportation amenities, infrastructure, and events/resources.	Public Works	Phase 3	
TR-3h	Consider development applications that will improve the community by increasing density in transit-rich areas and connecting residents of multi-family, and/or affordable housing sites to public and shared transit options.	Public Works	Ongoing	
TR-4. Increase passenger zero-emission vehicle (ZEV) use and adoption to 30% by 2030 and 100% by 2045.				
TR-4a	Adopt an EV reach code by 2025 requiring new commercial and multifamily construction to install the minimum number of EV chargers based on Tier 2 CalGreen requirements (20% of total parking spaces).	Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-4b	Adopt an EV reach code by 2026 requiring major multifamily building retrofits to install the minimum number of EV chargers based on Tier 2 CalGreen requirements (20% of total parking spaces) and major commercial retrofits (with a square footage larger than 10,000 square feet or modifications for electric service panels) to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.	Community Development	Phase 1	
TR-4c	Adopt an ordinance that bans the development of any new, or expansion, renovation or replacement of any existing, fossil fuel stations in the City prior to the expiration of the Urgency Ordinance. The process should include: 1. Determining and define an outreach process. 2. Prepare a General Plan, Specific Plan, and Zoning Ordinance text amendment, which would establish Service Station land use as Not Permitted by Table 17.20.030-1 in the PMC, making all existing service stations legal non-conforming and subject to Section 17.14.080 of the Municipal Code. 3. Determine if any streamlining enhancements to existing provisions in the PMC that incentivize the expansion, modification, or retrofit of an existing service station to incorporate biodiesel or other alternative fuels or charging stations for electric vehicles should be considered. 4. Take the Amendments through the required public review process, including Planning Commission recommendation and City Council adoption. 5. Continue to direct staff to explore options for additional charging at City-owned/maintained properties and private facilities for public benefit.	Community Development	Phase 1	
TR-4d	Update Pinole’s permit process for EV chargers to create a streamlined process for residents and businesses that is consistent with the State’s Electric Vehicle Charging Station Permitting Guidebook (as well as AB 970, AB 1236)..	Community Development	Phase 1	
TR-4e	Prepare a feasibility study to evaluate opportunities for installation of EV charging stations at City owned facilities. The feasibility study will assess electrical capacity, electrical demand, financial constraints, funding sources and parking utilization to provide a prioritized list of locations to install new publicly accessible EV charging stations.	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-4f	In the feasibility study, include evaluation of opportunities and prioritization of locations to increase the equitable distribution of publicly available EV chargers to residents of multi-family homes and residents living on low- and moderate-incomes, as well as consideration for optimizing daytime charging.	Public Works	Phase 1	
TR-4g	Work with MCE and PG&E to incentivize residential electric vehicle charger installations and panel upgrades through on-bill financing. Promote the incentives through multi-lingual outreach material on the City's website and at community events.	Community Development	Phase 1	
TR-4h	Work with MCE to promote and provide technical assistance for their Residential EV Rate Plan and MCE Sync charging app to help community members charge during off-peak hours and save money on home charging.	Community Development	Phase 1	
TR-4i	Coordinate with community-based organizations, local agencies, and non-profits such as Charge Up Contra Costa, 511 Contra Costa, and Cool the Earth to conduct zero-emission vehicle (ZEV) education events for residents and targeted events for residents living on low- and moderate- incomes as well as residents living in multi-family buildings that would engage the community to evaluate the barriers to ZEV adoption, promote information on the costs and benefits of owning ZEVs, and detail the steps on how to receive incentives for ZEVs.	Community Development	Phase 1	
TR-5j	Work with Contra Costa County to create an EV charging etiquette policy that encourages a seamless charging experience, fosters community collaboration, and promotes sustainable practices for the benefit of all electric vehicle users and the environment.	Community Development	Phase 1	
TR-k	Develop an equitable charging fee structure that provides accessibility for all users, regardless of socio-economic background, fostering inclusivity and promoting widespread adoption of electric vehicles.	Public Works	Phase 1	
TR-4l	Develop outreach and education materials and distribute them to local businesses, property owners, and developers on the financial (e.g., new funding streams), environmental, and health, and safety benefits of ZEVs. Provide information on available funding opportunities and the City's streamlined permitting process.	Community Development	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-4m	Collaborate with neighboring jurisdictions and the Contra Costa Transportation Authority to develop a zero-emission vehicle car share network.	Community Development, Public Works	Phase 2	Department of Transportation Charging and Fueling Infrastructure Grant
TR-4n	Coordinate with car share companies and community-groups to develop an affordable, zero-emission vehicle car share program to serve affordable housing and/or multifamily developments with a priority to target residents living on low- and moderate-incomes.	Public Works	Phase 2	
TR-4o	Based on the prioritized list of locations developed through actions TR-4d and TR-4e, install at least 270 new publicly accessible Level II and DC Fast chargers by 2030 and 935 by 2045, through public-private partnerships and on City-owned properties.	Public Works	Phase 2 – 3	
TR-5. Increase commercial zero-emission vehicle (ZEV) use and adoption to 25% by 2030 and 100% by 2045.				
TR-5a	Work with the Bay Area Air Quality Management District, Pacific Gas & Electric, and or similar entities to identify and provide funding for electric vehicles and charging infrastructure for disadvantaged or vulnerable business owners.	Public Works	Phase 1	- Bay Area Air Quality Management District's Clean Cars for All - BAAQMD's Vehicle Buy Back Program, Clean Vehicle Assistance Program's Clean Vehicle Assistance Program - California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
TR-5b	Create a summary of commercial vehicle fleets in Pinole and identify employers to work with to accelerate ZEV adoption through targeted education.	Public Works	Phase 1	
TR-5c	Encourage commercial vehicle fleet operators to accelerate electrification by providing them educational material on the benefits of zero emission vehicles (e.g., fuel cost savings through networked charging and current availability of zero emission vehicles ahead of State mandates), educating them on the City's streamlined permitting process, and compiling and distributing information on potential funding opportunities.	Community Development	Phase 1	
TR-5d	Implement local tax breaks to incentivize commercial fleet electrification.	Community Development	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
TR-5e	Investigate opportunities to help fund additional EV charging infrastructure by leveraging public/private partnerships and ensuring the City is charging for EV infrastructure use at City-owned facilities.	Community Development	Phase 2	California Energy Commission's Charging Infrastructure for Government Fleets
TR-6. Electrify or otherwise decarbonize 8% of off-road equipment operations by 2030 and 100% by 2045.				
TR-6a	Create a phased ordinance by 2026 to ban the local operation of gasoline and diesel-powered off-road equipment by type (e.g., lawn and garden, construction), including banning local operation of gasoline and diesel-powered small off-road equipment (SORE) by 2028. Update the ordinance based on a regular review of relevant state regulations, regional rules, and available technology.	Community Development	Phase 1	
TR-6b	Establish a communication and outreach program to raise awareness of the ordinance, educate community members on the benefits of and funding opportunities for offroad decarbonization, and collect data on offroad fleet and decarbonization trends in the community (e.g., through outreach sampling and surveying).	Community Development , Public Works	Phase 1	California Energy Commission Local Government Building Decarbonization Challenge
TR-6c	As part of Action TR-6b's program, investigate off-road equipment fleets in the City to identify fleets with the highest decarbonization potential, fleets owned by small and minority businesses that will need targeted support and incentives to decarbonize or electrify, and fleets that do not currently have zero-emission alternatives. Utilize these findings to develop the phased off-road ordinances.	Public Works	Phase 1	California Energy Commission Local Government Building Decarbonization Challenge
TR-6d	As part of Action TR-6b's program, develop a multi-lingual Off-road Equipment Replacement Outreach Campaign that provides information to contractors, residents, and fleet operators in the City, with a target towards those identified in Action TR-6c. Information should include equivalent alternatives to fossil-fueled off-road equipment, public health, and safety benefits of alternative equipment technology, and funding opportunities available (i.e., Clean Off-Road Equipment Voucher Incentive Program [CORE]).	Community Development, Public Works	Phase 1	Clean Off-Road Equipment Voucher Incentive Program
TR-6e	Partner with surrounding jurisdictions and the Bay Area Air Quality Management District (BAAQMD) to develop a rebate and incentive program for upgrading off-road equipment and switching to electric or biofuels. Develop the program with a focus on procedural equity and prioritize funding distribution to disadvantaged and vulnerable communities.	Community Development, Public Works	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
Strategy SW. Solid Waste				
SW-1. By 2025, reduce organics to landfill by 75% to meet or exceed SB 1383 organic waste diversion requirements through composting and edible food recovery.				
SW-1a	Through MOUs with the City's waste haulers, establish requirements by 2024 for waste haulers to perform annual performance assessments to determine compliance with SB 1383 requirements. If the performance assessments show the hauler is not on target, meet with the hauler and RecycleMore staff to establish prioritized actions for the hauler and/or RecycleMore to complete. Additionally, utilize the assessments to identify trends in contamination and integrate lessons learned into the educational program as part of Action SW-1e.	Public Works	Phase 1	
SW-1b	Partner with RecycleMore, Sustainable Contra Costa, or similar entities to complete community based social marketing (CBSM) targeted outreach and education campaign by 2025 to high organic generation commercial accounts to educate and train commercial generators' management and staff about best practices in food waste reduction and surplus food donation. As part of this effort, develop successful case studies for Pinole food facilities to provide best practices, cost savings and other methods to energize food facility managers and staff to fully participate in the organics diversion and edible food recovery programs.	Public Works, Community Development	Phase 1	
SW-1c	In concert with Economic Development programs, establish a downtown Pinole outreach campaign and recognition program by 2025 to celebrate restaurants/food facilities with the highest diversion and edible food recovery success. Create a space on the City's CAAP website to highlight the campaign and leaders in the community, as well as provide a plaque or alternative community recognition that emphasizes the successful initiatives.	Public Works	Phase 1	
SW-1d	Establish a program by 2024 to distribute kitchen food pails at community events (e.g., Farmers Markets, California Coastal Cleanup Day, Pinole's Dumpster Day, Earth Walk), distribute food pails at grocery stores in lower-resourced areas, and directly connect with property owners of low- and moderate- income rental housing to distribute food pails directly to housing units. Through the program, track how many pails are distributed quarterly.	Public Works	Phase 1	
SW-1e	Establish and maintain an ongoing education program informing the community about compostable materials and upcoming at-home composting workshops, including regularly updated guidelines on composting, especially paper, distributed bi-annually and made available at the City permit counter, grocery stores, as well as at farmers' markets, California Coastal Cleanup Day, Pinole's Dumpster Day, Earth Walk and other community events.	Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SW-1f	Transform Pinole's "Dumpster Day" into "Resource Recovery Day," in both name and concept, by introducing a community swap meet where residents exchange/recycle household goods in preference to conventional commerce and waste. At the event, the City can provide education about organics diversion (including the concept of closing the loop for organics material and edible food recovery) and the "Buy Nothing" movement, and feature special compost giveaway events (e.g., free kitchen food pails).	Public Works, Community Development	Phase 1	
SW-1g	Work with local grocery stores and retail food markets, the Contra Costa and Solano Food Bank Rescue Program, RecycleMore, and community groups to understand the criteria for acceptable food for recovery and establish a more robust food rescue and distribution program to divert additional edible food to food insecure residents.	Public Works, Community Development	Phase 1	
SW-1h	Identify and support school organizations in the City (e.g., leadership, sustainability, and environmental groups or clubs) start "Go Organics" programs to initiate, educate, and implement robust organics collection programs on campus in collaboration with the City's waste hauler and RecycleMore.	Public Works, Community Development	Phase 1	Edible Food Recovery Grant Program
SW-1i	Develop presentations for all schools in Pinole to: - Educate students, staff, and teachers on how to implement an efficient, yet robust organics collection program - Educate students, staff, and teachers on the benefits of diverting organics and reducing GHG emissions - Engage school leadership on the benefits of establishing a 'closed loop partnership' regarding organics. This could include adding organics end products such as mulch and compost delivered from the City's waste hauler nearby composting facility to school gardens and landscaping, thereby eliminating need for pesticides and herbicides, and increasing water retention in school landscaping.	Public Works, Community Development	Phase 1	Edible Food Recovery Grant Program
SW-1j	Continue to partner with the City's waste hauler to include quarterly multi-lingual inserts in residential and commercial billing to highlight important programs and initiatives, including the single-use plastic ban and the no-cost organics pails available to residents and the composting programs in Action ID SW-1h, as well as new programs as they are created.	Public Works, Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SW-1k	Develop a comprehensive outreach program to educate Homeowner Associations, neighborhood associations, and communities on social media platforms such as NextDoor and PinoleTV on the City's organic waste diversion requirements and available programs and resources to increase diversion.	Public Works, Community Development	Phase 1	
SW-1l	Implement a comprehensive organics collection and edible food recovery program for low income and fixed income people to ensure access to edible surplus food recipients such as food banks and other food recovery organizations.	Public Works, Community Development	Phase 1	
SW-1m	Fund the comprehensive organics collection and edible food recovery program using CalRecycle's SB 1383 grant funding cycle.	Public Works, Community Development	Phase 1	
SW-1n	Partner with local waste management providers, food recovery organizations, and West Contra Costa Unified School District, private schools in Pinole, or similar entities, to analyze existing food waste generation, disposal practices, and potential sources of edible surplus food.	Public Works, Community Development	Phase 1	
SW-1o	Install compost bins throughout the City where there are landfill and recycling bins to collect organics generated. Incorporate the hauling requirements into the waste hauler's contract to confirm proper management and disposal.	Public Works, Community Development	Phase 1	
SW-2. Reduce landfilled inorganic waste 35% by 2030 and 90% by 2045.				
SW-2a	Adopt a Zero Waste Policy and Zero Waste Strategic Plan to guide and detail methods to meet the reduction target of 35% by 2030 and 90% by 2045. As a part of the Zero Waste Strategic Plan, adopt a Sustainable Foodware Ordinance by 2024 to phase in the reduction, and subsequent elimination of, single-use plastic foodware by food facilities.	Public Works, Community Development	Phase 1	
SW-2b	Partner with an entity such as Terracycle to create a recycling program at City-owned and operated buildings and other community-based locations to collect hard to recycle products, such as snack pouches.	Public Works, Community Development	Phase 1	
SW-2c	Partner with local businesses, nonprofits, and community groups or organizations to establish pop-up repair cafes for commonly broken and easily repaired items. Additionally, engage local home improvement businesses and partner with the Pinole Library to promote reuse by increasing accessibility to shared tools through a tool lending program. In addition to providing available resources, work with experts in various fields to provide quick reference guidance documents or record short videos that residents can refer to when borrowing specific equipment to learn the most effective ways of using the tools available.	Public Works, Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SW-2d	Continue the City's single-use plastic education efforts and integrate the efforts into a citywide education program, 'Pinole's Path to Zero Waste,' to expand outreach and resources about zero waste goals and focus education on specific benefits to the City (e.g., reduction of single-use plastic pollution flowing into Pinole Creek and San Pablo Bay, community savings from reduce and reuse efforts).	Public Works, Community Development	Phase 1	
SW-2e	Partner with community-based organizations such as ReThink Disposables and RecycleMore to engage Bayfront Chamber of Commerce members and other Pinole businesses to educate the business community about the benefits of reusables and inform them about the new Sustainable Foodware Ordinance.	Public Works, Community Development	Phase 1	
SW-2f	Work with compostable distributors to achieve competitive pricing for compostable foodware to increase compliance with the Sustainable Foodware Ordinance.	Public Works, Community Development	Phase 1	
SW-2g	Sponsor businesses to host refill pop-ups at community events (e.g., Farmers Market) where community members can purchase common household products and food in bulk using their own containers and create a network of local businesses that can provide the pop-up local, bulk products with zero-waste packaging.	Community Development	Phase 1	
SW-2h	Create a Hazardous Waste Material Reuse Program that offers usable household hazardous waste collected at the West Contra Costa County Drive-Through to the community free of charge through a Material ReUse Store. Establish a schedule and location(s) to operate the Material ReUse Store alongside the household hazardous waste collection schedule and promote the store on the City's website and on the City's social media platforms.	Public Works, Community Development	Phase 2	
SW-2i	Partner with public schools to reduce single-use plastic foodware, convert necessary single-use plastic foodware to compostable/reusable foodware, and educate students on closing the loop (i.e., Loop organics).	Public Works, Community Development	Phase 2	
SW-2j	Secure financial grants and assistance from Rethink Disposables, CalRecycle's City/County Payment Program (CCPP), and others, to support businesses in developing pilot programs for reusable and returnable foodware and drop-off stations, purchasing and installing dishwashers, and overall gaining compliance with the Sustainable Foodware Ordinance. Highlight and support use of new grant funds available for small and minority-owned businesses to participate. Additionally, Seek grant funding to support pop-up repair cafes and a tool lending program.	Public Works, Community Development	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SW-3. Meet CalGreen's current 65% construction and demolition (C&D) materials diversion requirements on all covered projects.				
SW-3a	Include in, or amend, the franchise agreement with the City's waste hauler to require C&D diversion requirements with performance disincentives for non-compliance.	Public Works, Community Development	Phase 1	
SW-3b	Partner with RecycleMore and the City's waste hauler to complete an assessment of projects that were not compliant with the 65% diversion requirement. Determine an Action Plan to ensure similar future projects meet the 65% requirement. Complete ongoing review of projects collaboratively with RecycleMore to assess projects that are non-compliant and methods to ensure 65% diversion requirements are met.	Public Works, Community Development	Phase 1	
SW-3c	Fully engage and inform permit applicants of the 65% requirements at the very beginning of the planning, building, and inspection process and collaborate with RecycleMore to integrate C&D diversion practices into the City's permit process.	Public Works, Community Development	Phase 1	
SW-3d	Create and distribute a Contractors Guide to educate contractors on the requirements to meet the program conditions that include pre-permit documentation weight tags, post-permit documentation, and consequences for not meeting minimum diversion requirements.	Public Works, Community Development	Phase 1	
SW-3e	Update C&D information on the City's website to include a more complete comprehensive list of documents, such as: ▪ Pre-permit requirements ▪ Green Halo system requirements ▪ Locations for C&D materials processing/diversion ▪ Weight tag requirements ▪ Post project requirements and signature ▪ Details regarding consequences for not meeting requirements.	Public Works, Community Development	Phase 1	
SW-3f	Partner with the City's waste hauler, RecycleMore and other C&D organizations to educate on best practices for meeting CalGreen 65% requirements as part of Program 9 in the Housing Element.	Public Works, Community Development	Phase 1	
SW-3g	Use financial grants and assistance from CalRecycle to fund and provide tools for low- and fixed-income projects to meet requirements.	Public Works, Community Development	Phase 1	
SW-3h	Continue to offer online-waste tracking options for the community through the Green Halo compliance system, or a similar system, which allows for receipts to be verified online, streamlining the processes substantially	Public Works, Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SW-4. Analyze opportunities to enhance the City's Wastewater Treatment Plant to divert organic waste from the landfill and increase organics recovery.				
SW-4a	Complete a feasibility study to identify local partners, analyze the potential waste volume, and assess facility upgrades needed to complete a pilot Organics to Energy Project at the WWTP and the potential cost and GHG emission reduction impacts of such a project.	Public Works, Community Development	Phase 1	
SW-4b	Conduct case study assessments of other organics to energy projects at WWTPs to educate City decision makers, the public, and other interested parties on the feasibility of the pilot project and opportunities to enhance the WWTP for organic waste diversion.	Public Works, Community Development	Phase 1	
SW-4c	Partner with an organics-to-energy company to help assess the feasibility of a pilot project for the City and impacted communities.	Public Works, Community Development	Phase 1	
SW-4d	Pursue funding opportunities (e.g., CalRecycle) and financing alternatives to address capital costs for the pilot project.	Public Works, Community Development	Phase 1	
SW-5. Establish a new program to meet the City's SB 1383 annual procurement target (i.e., 1,849 tons of compost) by 2030.				
SW-5a	Establish a program to procure and provide compost for: ▪ The City's parks, recreation areas, schools' landscaping, and school gardens ▪ Garden community organizations such as the Pinole Garden Club ▪ Residential and commercial landscapers	Public Works, Community Development	Phase 1	
SW-5b	Amend or otherwise ensure that the Franchise Agreement for the City's waste hauler will provide organic waste products at reduced cost.	Public Works, Community Development		
SW-5c	Establish a new program to deliver compost to local schools and community organizations. Expand free compost giveaways to residents, local urban farmers, and other organizations. Track the success of the program based on tons of compost given away and promote the program on the City's CAAP website and through the City's social media channels.	Public Works, Community Development		
SW-5d	Complete a feasibility study in collaboration with RecycleMore to identify cost-effective end uses for organic waste products and methods to distribute the products.	Public Works, Community Development		
SW-5e	Using established education materials from RecycleMore and other organizations, provide outreach and education to the City's garden community organizations such as the Pinole Garden Club, resident groups, and commercial landscapers in Pinole on the benefits of using organic end products such as compost and mulch.	Public Works, Community Development	CalRecycle SB1353 Grant	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SW-5f	Partner with Republic Services, or others who own large composting operations in close proximity to the City to provide organic end product to the community at a cost-effective rate.	Public Works, Community Development		
SW-5g	Use the SB 1383 fee to pay for a portion of organic end use products. Use financial grants and assistance from CalRecycle to fund the purchase of organic end product. Focus effort on lower income projects to participate in program.	Public Works, Community Development	Phase 1	
SW-5h	Establish an online mapping location hosted on a City website to identify existing community gardens and make a list of potential underused park space for expansion, setting internal key performance indicators for number of new garden spaces.	Public Works, Community Development	Phase 1	
Strategy W. Water				
SW-1. Reduce per capita potable water consumption 10% by 2030 and 25% by 2045, from 2017 levels.				
W-1a	Continue to implement and enforce Pinole Municipal Code Chapter 15.54 (Water Efficient Landscaping) to encourage use of efficient irrigation systems, greywater usage, onsite storm water capture, and limit the portion of landscapes that can be covered in turf.	Public Works	Phase 1	
W-1b	Adopt a Water Conservation and Water Shortage Contingency Program Ordinance to establish drought thresholds that trigger varying water use reduction strategies. The Ordinance will focus primarily on domestic water use, health and sanitation, and fire protection.	Public Works	Phase 1	Bureau of Reclamation WaterSMART Drought Resiliency Program
W-1.c	Perform a study to understand the feasibility and potential potable water savings of adopting a Dual Drainage Plumbing Ordinance. The feasibility study will help the City determine the size threshold for future development projects subject to the Ordinance.	Public Works	Phase 1	
W-1d	Upon completion of the Feasibility Study in Action W-1c, adopt an appropriate Dual Drainage Plumbing Ordinance.	Public Works	Phase 1	
W-1e	Continue to comply with SB 1087 and Municipal Code Chapter 17.32 (Affordable Housing Requirements) requirements to provide priority water and sewer service allocations to affordable housing developments.	Public Works	Phase 1	
W-1f	Continue to partner with East Bay Municipal Utility District's to provide water conserving fixtures/fittings and rebates for appliances to residents throughout Pinole, with a focus on disadvantaged and vulnerable communities to reduce utility bill burdens. Provide specific updates to the community as new programs are released, such as featuring a new indoor plumbing program to help Customer Assistance Program participants find and fix indoor leaks.	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
W-1g	Implement a comprehensive, coordinated educational initiative focused on property owners, landlords, property management firms, homeowners' associations, and occupants to reduce water usage in homes and businesses. This campaign will incorporate the water conservation messaging of the East Bay Municipal Utility District (EBMUD), utilizing various communication channels such as publications, websites, community events, workshops, and bill inserts. It will also provide details on available incentives for water-saving appliances, fittings, fixtures, and efficient landscaping irrigation systems, including those offered by EBMUD. Additionally, the campaign will focus on reaching disadvantaged and vulnerable communities to alleviate the burden of utility bills.	Public Works	Phase 1	▪ Bureau of Reclamation WaterSMART Drought Resiliency Program ▪ Bureau of Reclamation WaterSMART Water and Energy Efficiency Grant ▪ Department of Water Resources Urban Community Drought Relief Program
W-1h	Partner with EBMUD, the Contra Costa Master Gardeners, and/or Pinole Garden Club to develop community programs to encourage water-wise landscaping and watering practices and to provide a hands-on learning experience such as sheet mulching lawn conversions for members of the community. Include promotion of EBMUD Lawn Conversion rebates.	Public Works	Phase 1	
W-1i	Continue to partner with Rising Sun to provide Green House Calls to residents to provide high-efficiency fixtures/fittings and leak detection tests.	Public Works	Phase 1	
W-1j	Work with EBMUD to provide existing commercial entities that have decorative or non-functional turf onsite with the education and resources necessary to transition to regenerative landscapes with a goal of replacing all existing commercial decorative or non-functional turf by 2030.	Public Works	Ongoing	
W-2. Increase the community's use, supply, and access to recycled water.				
W-2a	Continue to work with EBMUD to complete a feasibility study to identify opportunities to increase supply of recycled water to the City. The feasibility study will: ▪ Analyze opportunities to expand purple piping infrastructure ▪ Identify opportunities and technologies to increase recycled water supply ▪ Evaluate potential impacts to cost of service ▪ Investigate ways to maintain or decrease costs of service through the projects ▪ Identify customers that would benefit from receiving recycled water within City of Pinole and adjacent to the City, in Hercules or other surrounding jurisdictions, as applicable	Public Works	Phase 1	Water Recycling Funding Program

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
W-2b	Pursue funding opportunities at the state and federal level, such as the Clean Water State Revolving Fund and the US Bureau of Reclamation's WaterSMART grants, to fund recycled water infrastructure and to increase the equitable distribution of recycled water in the City.	Public Works	Phase 1	Water Recycling Funding Program
W-2c	Investigate working with EBMUD to promote the installation of greywater equipment in homes and businesses through a multi-lingual Laundry-to-Landscape outreach campaign. The campaign shall include: ▪ Educational information on the environmental and financial benefits of greywater systems ▪ Information on how to install and use the systems, including information on EMBUD greywater rebates ▪ Distribution of educational materials at the City's permitting counter ▪ Supplemental event(s) hosted with EBMUD or industry expert to educate community members on the installation and use of the systems, including an existing residential greywater system demonstration ▪ Direct outreach to multi-family property owners.	Public Works	Phase 1	
W-2d	Create and implement a phased outreach campaign to educate the community on the benefits of recycled water as well as dispelling misconceptions to and increase community use.	Public Works	Phase 1	
W-2e	Upon completion of the feasibility study to identify opportunities to increase supply of recycled water to the City, work with EBMUD to develop a Recycled Water Infrastructure Enhancement Plan that outlines the potential for system expansion, identifies opportunities, as applicable, to integrate recycled water sources into non-potable water networks for irrigation, and the promotion of educational campaigns that raise awareness on what recycled water is and how it is used.	Public Works	Phase 1	Water Recycling Funding Program
Strategy CS. Carbon Sequestration				
CS-1. Increase carbon sequestration and prepare the urban forest for climate change, extreme heat, drought, and wildfire by adopting policies developed through the Community Urban Forest Plan.				
CS-1a	Develop and adopt a Community Urban Forest Plan by 2026 to identify and prioritize tree planting areas in the City. The Plan will: ▪ Inventory the existing urban forest as a baseline and identify areas in Pinole that have below average canopy coverage (such as census block groups 60133640021, 60133640023, and 60133922004) and high urban heat island effects. ▪ Design a tree planting program focused on eliminating significant difference in canopy coverage between census blocks by 2040.	Public Works	Phase 1	Urban and Community Forestry Grant Program

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CS-1a cont.	- Identify a phased timeframe for program implementation. - Establish a management plan for existing trees that will focus on promoting street tree health, enhancing resilience, increasing the environmental benefits and co-benefits from trees, and engaging the community in urban forest management. - Establish a tracking system to assess progress towards annual goals and annual benchmarks.			
CS-1b	Collaborate with community-based organizations with connections to disadvantaged and vulnerable communities in the development of the Urban Forest Inventory and Management Plan and share the plan on the City's website.	Public Works	Phase 1	CalFire Urban and Community Forestry Grant
CS-1c	Continue protecting existing trees on private property through the provisions of PMC Chapter 17.96 (Tree Removal) and amend the Municipal Code to require as a condition of approval when a Tree Removal Permit is issued either planting on-site replacement trees or paying an in-lieu fee equal to at the value of the protected tree.	Public Works	Phase 1	Arbor Day Foundation Tree City USA Designation
CS-1d	Prioritize tree implementation in areas with populations most at risk to extreme heat impacts (older adults, children, outdoor workers, individuals with disabilities, transit dependent individuals, and individuals with chronic health conditions) pursuant to the Urban Forest Inventory and Management Plan.	Public Works	Phase 1	Office of Planning and Research Integrated Climate Adaptation: Extreme Heat Mitigation
CS-1e	Review, enhance, update, and regularly maintain the City's existing "Tree" webpage with relevant information, such as best practices for watering and fertilizing trees, guidelines for pruning and maintenance, information on local tree species, and resources for reporting tree damage or disease. Additionally, provide information on the benefits of a healthy tree canopy, including improved air and water quality, reduced urban heat island effects, and increased property values.	Public Works	Phase 1	
CS-1f	Amend the Municipal Code to include street tree requirements for all zoning districts, increase shade tree requirements for new developments, and include increased permeable surface requirements for new development or substantial redevelopment.	Community Development	Phase 1	
CS-1g	Continue to pursue and obtain grant funding for tree planting and urban forest management. Identify and apply for applicable federal (e.g., USDA) and state (e.g., California ReLeaf, Affordable Housing and Sustainable Communities Program (AHSC), Cal Fire's Urban and Community Forestry Program, and the	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CS-1g cont.	California Natural Resources Agency's Urban Greening Program) available grants for tree planting and urban greening projects.			
CS-1h	Develop a City incentive program for new tree plantings on private properties with a focus on members of disadvantaged and vulnerable communities and in areas where there is below average tree equity or canopy coverage, pursuant to the Urban Forest Inventory and Management Plan.	Public Works	Phase 2	CalFire Urban and Community Forestry Grant
CS-1i	Partner with a local nursery to host regular tree planting events and volunteer opportunities to engage community members in the effort to maintain and expand the local tree canopy.	Public Works	Phase 2	Arbor Day Foundation
CS-1j	Work with a community non-profit organization to develop an adopt a tree program increase the urban tree canopy in marginalized communities	Public Works	Phase 2	
CS-1k	Establish a Tree Trust or Tree Endowment where the interest on the principal can be used for purchasing and planting trees in prioritized areas pursuant to the Urban Forest Inventory and Management Plan, paying for tree maintenance in disadvantaged and vulnerable communities in the City, or supporting staff resources for the Urban Forest Management Program.	Public Works	Phase 3	
CS-2. Increase nature-based and technological carbon sequestration and capture opportunities in Pinole.				
CS-2a	Seek funding to conduct a study to quantify the carbon stock in existing Pinole blue carbon ecosystems (e.g., eelgrass in San Pablo Bay) and quantify the carbon sequestration potential of blue carbon restoration and expansion.	Public Works	Phase 1	
CS-2b	Partner with concrete producers to research opportunities for technological carbon sequestration in Pinole including potential funding mechanisms (e.g., Verra's Methodology for CO ₂ Utilization in Concrete Production).	Public Works	Phase 1	
CS-2c	Based on the studies, develop a plan to increase carbon sequestration in Pinole. The plan shall include a quantitative carbon sequestration target to be achieved by 2045 and a process for regular monitoring of carbon stocks.	Public Works	Phase 1	
CS-2d	Create an educational campaign that informs members of the community about the benefits and methods associated with carbon sequestration and capture that avoids jargon and clearly explains the opportunities and benefits in the City. Confirm that the educational materials are provided in a multi-lingual, culturally considerate manner and distributed specifically to disadvantaged community members.	Public Works	Phase 1	

Table 11 Implementation of Adaptation Strategies, Measures, and Actions

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
Strategy CAR. Community Adaptation and Resilience				
CAR-1. Establish a reliable resilience center in the City to provide relief from extreme weather events, including extreme heat, flooding, and smoke from wildfires.				
CAR-1a	Conduct an assessment on the effectiveness of current City resilience center operations. Conduct a study regarding the feasibility of additional community locations (e.g., Pinole Youth Center and Pinole Library) that could serve as resilience centers by evaluating current amenities and resources available. As part of the studies, verify that the needs of vulnerable populations are met during climate hazard events and host focus groups with selected community-based organizations and other interested parties to identify needs for their service population.	Public Works	Phase 1	
CAR-1b	Identify and apply for funding opportunities that support development of a resilience center, and/or staff positions to maintain the center, such as the Office of Planning and Research Regional Resilience Grant Program.	Community Development	Phase 1	
CAR-1c	Utilizing the City's "Energy Conservation, Generation, and Storage Assessment" conducted in 2024, establish an upgrade and maintenance cycle, including replacement of filters with at least a MERV 11 rating on a quarterly basis for all existing HVAC systems in City owned buildings.	Public Works	Phase 1	
CAR-1d	Work with WestCAT to establish a list of vulnerable community members (e.g., older adults, who may not be able to access a vehicle or public transportation during a heat wave), as well as a program to transport them to established resilience centers.	Public Works	Phase 1	5310 Senior Access Fund
CAR-1e	Partner with local public or private entities to establish resilience centers at privately owned facilities in the City.	Community Development	Phase 2	
CAR-1f	Provide essential resources such as health programs, food, refrigeration, charging stations, basic medical supplies, and other emergency supplies at all City resilience centers, as well as educational materials on resources and climate adaptation and preparedness. Audit and refresh supplies on a biannual basis, including information on any new or updated programs or resilience center locations.	Community Development, Public Works	Phase 2	
CAR-2. Provide streamlined communication to the public on climate adaptation preparedness, resilience, and evacuation.				
CAR-2a	Review and update the City's Emergency Information webpage to reflect ways to prepare for events that may be likely to increase due to climate change, including wildfires, floods, extreme precipitation, extreme heat, poor air quality, and drought, as well as heat-related illness, exacerbate mental stress, and respiratory diseases	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CAR-2b	Assess current City capacity to shelter displaced residents including facilities, infrastructure, services, and community programs during an extreme weather event.	Public Works	Phase 1	
CAR-2c	Partner with community-based organizations to establish a working group to develop designated temporary housing options for wildfire displaced residents to live in for up to two years after their home is destroyed or severely damaged.	Community Development	Phase 1	
CAR-2d	Require that all emergency preparedness and evacuation communications are provided in plain language and translated into Spanish, Tagalog, and Cantonese to support non or limited English speakers. Increase participation in emergency notification systems including the Community Warning System and PG&E Community Wildfire Safety Program through social media campaigns and physical flyer distribution.	Community Development	Phase 1	
CAR-2e	Provide administrative support and dedicate staff time for grant writing and funding tracking for climate adaptation and resilience projects, including opportunities to increase and enhance communication such as preparation of interactive websites and information sharing resources.	Community Development	Phase 1	
CAR-2f	Identify critical facilities in need of reliable sources of sustained electrical power during events of extreme climate. Assess power loads at each critical facility, determine costs and technology options for battery storage, and make any additional recommendations to the City Council prior to advancing construction.	Public Works	Phase 1	
CAR-2g	Utilize Pinole Community Television (PCTV) to provide consistent information to community members about adaptation preparedness by providing multi-lingual information that is accessible for people including seniors, individuals with disabilities, children, and caregivers.	Community Development	Phase 1	
CAR-2h	Create evacuation procedures for vulnerable populations in partnership with community-based organizations and facilities that serve identified populations. Host and/or participate in in-person engagement and incorporate games/activities to educate the community on preparedness.	Community Development	Phase 1	
CAR-2i	Require that the City's resilience centers have adequate backup power sources and battery storage to mitigate service disruptions and provide redundancy in the event of a power outage.	Public Works	Phase 2	

Strategy FC. Flood Control

FC-1. Improve the quality of and reduce the quantity of stormwater runoff through Implementation of the Pinole Green Infrastructure Plan.

FL-1a	Prepare a feasibility study to investigate potential infrastructure improvements to relocate critical City infrastructure, such as the Senior	Public Works	Phase 1	
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Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
FL-1a cont.	Center, Pinole Police Department, and Tiny Tots, from the 100-year flood zone. The feasibility study would include: 1. Identifying potential alternative locations for the City's critical infrastructure that's located in the 100-year flood zone. 2. Preliminary design and construction of new buildings or facilities. 3. Analysis of costs associated with relocating facilities as well as the potential costs of doing nothing. 3. Outreach to community members and other interested parties to confirm that the relocation aligns with the community's needs.	Public Works	Phase 1	
FL-1b	Continue participation in the Contra Costa County Multi-jurisdictional Hazard Mitigation Plan update; identify flood mitigation actions eligible for grant funding through FEMA hazard mitigation assistance programs.	Public Works	Phase 1	
FL-1c	Encourage landlords to consider how to prepare their properties for flooding by providing retrofit informational resources and educate them on prioritizing low-impact stormwater best practices.	Community Development	Phase 1	
FL-1d	Create educational campaigns that connect with vulnerable populations to increase awareness and knowledge of how to mitigate and weather flooding.	Community Development	Phase 1	
FL-1e	Identify and apply for grant opportunities to fund stormwater related projects from sources such as the State Water Resources Control Board, California Natural Resources Agency, the Coastal Conservancy, California Water Foundation, as well as the United States Environmental Protection Agency and the United States Department of Agriculture.	Community Development	Phase 2	
FL-1f	Review existing best practice and conduct studies of combined riverine/shoreline flooding and increased severity of rainfall events on watershed flooding.	Public Works	Phase 2	
FL-1g	Complete the Storm Drainage Master Plan as identified in the Capital Improvement Plan to thoroughly investigate deficiencies in the existing storm drain system and prioritize infrastructure improvements.	Public Works	Phase 2	
FL-1h	Implement stormwater and drainage projects identified in the City Capital Improvement Plan, to mitigate localized flooding incidents.	Public Works	Ongoing	
FL-1i	Conduct post-flood inspections for residents and business owners upon request and provide post-disaster home repair and technical assistance for vulnerable communities.	Public Works	Ongoing	
Strategy SLR. Sea Level Rise				
SLR.1. Create, restore, and protect natural coastal ecosystems.				
SLR-1a	Conduct a shoreline stabilization study to determine the most effective methods for protecting Pinole's shoreline communities and infrastructure from erosion and sea level rise, and to identify opportunities for restoring	Public Works	Phase 1	Division of Boating and Waterways Beach Grant

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SLR-1a cont.	natural shoreline habitats that can serve as a buffer against storm surges and other impacts of climate change. The study would involve the following: 1. Assessing the physical characteristics of the shoreline 2. Evaluating the potential risks and benefits of different stabilization techniques 3. Engaging with local community members and other interested parties to ensure that the chosen strategies align with community needs and values. 4. Prioritizing options that enhance and maximize shoreline resources and access including considering innovative nature-based solution approaches.			
SLR-1b	In collaboration with Contra Costa County and state agencies, develop a sea level rise resilience and adaptation strategy with shoreline restoration projects using innovative nature-based solutions and green engineering that would enhance public access, shoreline habitat (e.g., re-establishing native dune habitats, wetlands, and lagoons) and increase shoreline recreational opportunities.	Public Works	Phase 1	
SLR-1c	Partner with the San Francisco Bay Conservation and Development Commission (BCDC), and/or similar entities, regarding regional approaches, strategies, and mitigation actions to address sea level rise. Implement a Shoreline Management Plan, and/or a Shoreline Monitoring Program that would identify erosional hotspots and timely response.	Public Works	Phase 1	
SLR-1d	Establish annual budgets for projects within and benefiting vulnerable populations (2016, Assembly Bill 1550), including seniors, individuals with disabilities, children, low-income communities, and communities in low-lying areas.	Public Works	Phase 1	
SLR-1e	Research external funding opportunities, including grants to support shoreline resilience, shoreline restoration projects, or beach nourishment (e.g., Living Shoreline and Nature-based solution projects). Examples of grantee agencies are California Coastal Conservancy, California Coastal Commission, California Ocean Protection Council, NOAA, California Division of Boating and Waterways).	Public Works	Phase 1	
SLR-1f	Identify replacement opportunities or otherwise plan for how to replace recreational areas and accessways that will be lost due to inundation or damage associated with sea level rise. It might be done through the designation and zonation of lands into a Local Coastal Program or providing additional incentives to encourage creation of new recreation areas or opportunities. Additionally, plan for future shoreline recreational space and	Public Works	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
SLR-1f cont.	parkland by protecting open space adjacent to shoreline habitats, allowing the beach and habitats to migrate into these spaces.	Public Works	Phase 2	
SLR-1g	Partner with West Contra Costa Unified School District, private schools in Pinole, East Bay Parks, East Bay Municipal Utility District, Friends of Pinole Creek Watershed, 350 Contra Costa, or similar entities to create educational opportunities for the community around the Pinole Creek Watershed. These programs would focus on educating youth in Pinole on the importance of natural shoreline ecosystems, their role in climate resilience, biodiversity, and local, native species. The programs would also include information on how people can actively get involved in adapting to climate change in their homes and neighborhoods and provide hands-on volunteer opportunities for the community to participate.	Public Works	Phase 2	
SLR-1h	Increase the City's near and long-term capacity building to be able to develop and implement thoughtful shoreline resilience projects by creating a position for and hiring a shoreline resilience expert. The specific title may vary depending on the individual's background and the focus of their work within the broader context of climate change and sea level rise.	Public Works	Phase 1	
Strategy EH. Extreme Heat				
EH-1. Reduce the impacts of extreme heat in Pinole by installing green/cool roofs and cool pavement, as well as planting vegetation and trees to reduce urban temperatures and the urban heat island effect.				
EH-1a	Partner with West Contra Costa School District and the private schools in the City to map out each campus in Pinole to understand the current infrastructure and then develop a plan to reduce the heat islands in Pinole's schools and adjacent areas, including on walking routes by plant trees or increasing shade structures as appropriate.	Community Development	Phase 1	CalFire Urban Community Forestry Grant: Green Schoolyards
EH-1b	Establish a tree removal replacement policy where trees that are removed are replaced with shade trees that are adapted to the area.	Public Works, Community Development	Phase 1	CalFire Urban Community Forestry Grant
EH-1c	In collaboration with Contra Costa Health Services, establish local early heat warning system that provides public health alerts in Spanish, Tagalog, and Cantonese.	Public Works	Phase 1	
EH-1d	Complete an assessment that evaluates new cool pavement technology, cost/benefits, and challenges and opportunities. Upon completion of the study, conduct a pilot of cool pavement application at a centralized area in Pinole that is most impacted by extreme heat to demonstrate success of the program.	Public Works	Phase 1	Caltrans Sustainable Transportation Planning Grant

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
EH-1e	Partner with WestCAT to audit existing bus stops in the City of Pinole with information detailing the current structures around the transit stops. Create a prioritization list of stops with low shading scores. Identify opportunities to add, replace, or upgrade existing transit stop shelters to provide increased shade for the transit riders and work with WestCAT to implement the identified opportunities.	Public Works	Phase 1	Caltrans Sustainable Transportation Planning Grant
EH-1f	Identify trees, grasses, and shrubs with greatest cooling benefits and maximum biodiversity potential and plant them in prioritized open spaces.	Public Works	Phase 1	
EH-1g	Identify grant funding opportunities and engage with local nurseries (e.g., Oaktown, Watershed Nursery, and Native Here) and tree planting programs to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted by residents living in rental/multi-family homes.	Public Works	Phase 1	
EH-1h	Amend the Building Code to require cool roofs for all new construction.	Public Works	Phase 1	
EH-1i	Partner with emergency management services to establish backup power and energy grid shutdown protocols that protect the most vulnerable populations (e.g., seniors, individuals with chronic health conditions, children, individuals with disabilities).	Public Works	Phase 1	FEMA Hazard Mitigation Grant
EH-1j	Identify opportunities to apply compost as mulch at City open spaces to improve water-holding capacity and filtration to combat extreme heat.	Public Works	Phase 1	
EH-1k	Identify a location in the City to establish a "Community Corner" redevelopment project as a model design project to reduce urban temperatures. Incorporate trees, grasses, and shrubs with the greatest cooling benefits into the project, utilize compost in the project's landscaping, and incorporate cool pavement technology, cool roofs, and shade structures where applicable. Further consider incorporating a rain garden and resilience center resources into the redevelopment project and publicize all resilient design elements through signage on the property and community tours.	Public Works	Phase 1-2	California Natural Resources Urban Greening Grant, Strategic Growth Council Community Resilience Center Grant
EH-1l	Support development of community-serving microgrids and prioritize areas with high social vulnerability.	Public Works	Phase 2	
EH-2. Map out and create a mural or set of murals using reflective paint to reduce interior heat in areas of Pinole that are most impacted by the urban heat island effect by 2026.				
EH-2a	Partner with NASA, or a similar organization to create a digital map of the City showing neighborhoods where it is the hottest and identify a location or locations to pilot an urban heat mural project.	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
EH-2b	Post the map on the City's website and host community feedback sessions to update the analysis included in the map based on real lived experiences. Additionally, post mural design concepts that are created as part of Action EH-2c to foster a sense of ownership over the project.	Public Works	Phase 1	
EH-2c	Create a partnership with Contra Costa College, Pinole Artisans, West Contra Costa Unified School District, private schools, and/or similar interested parties and community-based organizations to design and paint mural(s) that inspire the community while reducing indoor heat using reflective paint.	Public Works	Phase 1	
EH-2d	Install indoor and outdoor temperature sensors in the identified locations prior to completing the mural and continue to track data after the murals are installed to measure indoor changes in temperature to quantify the benefits of the project.	Public Works	Phase 1	
EH-2e	Identify and apply for grants to fund the completion of the mural and/or work with cool paint manufacturers to supply a small amount of paint at no cost for a pilot project where their name would be included on a plaque with volunteer artists who partner with the City to donate their time and expertise to create a unique project.	Public Works	Phase 1	
EH-2f	Host a community unveiling ceremony where the artists and project partners are invited to participate in a meet and greet and celebrate the community in an unveiling celebration that can also be used to provide the community with information on the status of the Climate Action and Adaptation Plan implementation and resources including relevant community incentives and rebates.	Public Works	Phase 1	
Strategy WF. Wildfire				
WF-1. Enforce defensible space and home hardening standards to mitigate structure ignitions from wind-blown embers and direct flame impingement in fire hazard severity zones and protect the community from wildfires.				
WF-1a	Partner with Housing Authority Contra Costa to conduct a study that estimates potential housing displacement impacts associated with wildfire events.	Community Development	Phase 1	
WF-1b	Conduct a feasibility study and if recommended, amend the Pinole Building Code Title 15 (Building and Construction) to require best-practice Ignition Resistant Construction methods for new construction and substantial redevelopment in the wildfire hazard zone.	Public Works	Phase 1	
WF-1c	Develop a subsidy program to improve air quality in the homes of low-income residents or vulnerable community members to mitigate impacts from wildfire smoke.	Contra Costa Fire Protection District, Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
WF-1d	Partner with West Contra Costa Fire Safe Council to help secure grant funding for mitigation activities that promote fire safe retrofits of existing structures that meet ignition-resistant building codes.	Community Development	Phase 1	
WF-1e	Conduct a built asset vulnerability assessment to identify which City-owned facilities and infrastructure have the highest risk to wildfire impacts, identify opportunities to mitigate risk and implement changes.	Public Works	Phase 1	
WF-1f	Evaluate and help identify and apply for funding for infrastructure improvements at Pinole Fire Station 74 to mitigate against wildfire hazards (fire breaks, fire resistant building materials, etc.).	Contra Costa Fire Protection District	Phase 1	
WF-1g	Actively engage in collaborative efforts to reduce wildfire risks, implementing effective mitigation strategies, and fostering a culture of fire safety through education and community involvement to achieve Firewise recognition	Contra Costa Fire Protection District	Phase 1	
WF-1h	Prepare, adopt, and fully implement a Vegetation Management Plan for high-fire risk areas.	Contra Costa Fire Protection District, Community Development	Phase 2	
WF-1i	Continue to conduct proactive vegetation/weed abatement enforcement by removing vegetation and/or brush in areas adjacent to wildfire hazard zones, including both public and private property. Establish a comprehensive defensible space zone and fire breaks within the VHFHSZ, and a regular maintenance schedule. A FEMA approved HMP can establish eligibility for grant funding to complete fuel modification projects.	Public Works	Ongoing	
WF-1j	Locate future critical facilities outside of the wildfire hazard zone.	Community Development Department	Ongoing	
WF-1k	Continue to coordinate with PG&E through Rule 20A Program to underground utility lines to mitigate wildfire risk.	Community Development Department and Public Works	Ongoing	
WF-1l	Conduct on-going workshops on defensible space, vegetation management, and home-hardening techniques based upon most up to date CAL FIRE management guidelines and policies for landowners in fire hazard severity zones.	Contra Costa Fire Protection District	Ongoing	▪ USDA Community Wildfire Defense Grant ▪ CAL FIRE Wildfire Defense Grant

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
WF-1m	Foster a community partnership that can successfully apply for and receive funding from programs such as the CAL FIRE Defensible Space Assistance Grant program and upcoming opportunities that become available.	Community Development	Ongoing	

Table 12 Implementation of Municipal Strategies, Measures, and Actions

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
Strategy CIO: City Infrastructure and Operations				
CIO-1. Upgrade all City accounts to MCE's Deep Green option by 2025 and electrify or otherwise decarbonize all municipal buildings and facilities by 2035.				
CIO-1a	Adopt an electrification ordinance in 2024 requiring all new municipal construction to be fully electric after calendar year 2024 without any natural gas connections.	Public Works	Phase 1	California Energy Commission Energy Partnership Program
CIO-1b	Complete an analysis to identify the electrical capacity and utility infrastructure upgrades needed to electrify the recreational pool heating system. Pursue replacement funding through PG&E on-bill financing and California Energy Commission (CEC) 1% Loans.	Public Works	Phase 1	
CIO-1c	By 2025, adopt a Resolution requiring the implementation of a building and facility electrification plan to electrify or otherwise decarbonize all municipal buildings by 2035.	Public Works	Phase 1	
CIO-1d	Develop a plan to electrify or otherwise decarbonize all municipal buildings and facilities by 2035 which will include: - An inventory of existing fossil fuel-powered buildings and facility equipment, available electric or zero/low-carbon alternatives for replacing each, and relevant costs and benefits of replacing each (e.g., lifespan, equipment costs, operational quality). - A prioritized schedule for completion based on potential to reduce natural gas and propane usage. - Prioritize upgrades that benefit vulnerable communities first, such as the Senior Center, Youth Center, and Tiny Tots facilities.	Public Works	Phase 1	
CIO-1e	Expand efforts to obtain funding for municipal building and facility decarbonization through grants, incentives, or financing provided by entities such as: - DOE Block Grants - Leases: Capital lease, Operating Lease, Tax-Exempt Lease purchase (4-5%) - Loans and Grants: 1% CEC Loan, Dept. of Energy Grants, Federal Grants (IIJA, IRA) - On-Bill Financing - Energy as a Service (EaaS) - Energy Savings Performance Contract (ESPC, guaranteed energy savings help pay for the project) from Energy Service Companies (ESCOs) - Grant Anticipation Notes or other Short-Term Notes/Loans	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CIO-1f	Upgrade all municipal electricity accounts to MCE Deep Green by 2025.	Public Works	Phase 1	
CIO-1g	Plan, fund, and conduct an electrification pilot project at a municipal facility (e.g., the Library). Promote the demonstrated benefits of the fully electric building (e.g., cost-savings, GHG emission reductions) and publicize the planning, design, installation, and post-operation of the project to make the steps to electrification transparent to the community.	Public Works	Phase 2	
CIO-1h	Partner with regional organizations such as the Building Decarbonization Coalition to train City staff, community members and volunteers on the benefits and technical requirements of electrification, help them implement the building and facility electrification plan and empower them to be advocates for electrification across the community.	Public Works	Phase 2	
CIO-2. Electrify or otherwise decarbonize 30% of the municipal vehicle fleet by 2026 and 100% by 2040.				
CIO-2a	Expand and update the City's fleet vehicle replacement schedule to transition 30% of the municipal vehicle fleet to ZEVs by 2026 and 100% by 2040. Review the replacement schedule and ZEV transition goals every 2 years and update them as needed based on updates to state regulation and ZEV market availability.	Public Works	Phase 1	
CIO-2b	Complete a Municipal Electric Vehicle Infrastructure Plan to analyze the City's charging needs through 2026 and 2040. The plan shall include: ▪ A prioritized list of City-owned properties/locations to install new Level II and DC Fast chargers ▪ An assessment of future electricity demand and potentially energy-constrained locations ▪ A pathway to coordinate with PG&E on installing microgrids or back-up power at City-owned properties to support the ZEVs	Public Works	Phase 1	
CIO-2c	Secure funding from state programs (such as the California Air Resources Board's Clean Vehicle Rebate Project and the Truck and Bus Voucher Incentive Program) and federal sources to increase procurement of EV or ZEV cars, trucks, and other vehicles and installation of EV/ZEV charging/fueling infrastructure at municipal facilities. Additionally, explore opportunities for Low Carbon Fuel Standard credit generation from use of low carbon fuels/electricity for fleet vehicles.	Public Works	Phase 1	
CIO-2d	Dedicate staff time to implementing, tracking, and updating the City fleet vehicle replacement plan bi-annually.	Public Works	Phase 1	
CIO-2e	Partner with an entity such as Contra Costa Transportation Authority, to train City staff on the use and charging of electric and zero-emission vehicles and educate them on the benefits of EVs/ZEVs.	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CIO-2f	Consider highlighting the City's EV/ZEV fleet at community events such as Earth Month.	Public Works	Phase 1	
CIO-2g	Establish electric vehicle charging infrastructure at and around all City-owned facilities. Apply the profit from community charging towards installing electric vehicle infrastructure in vulnerable communities. Additionally, develop a thoughtful pricing plan that is reviewed and updated annually, or more frequently as appropriate.	Public Works	Phase 2	
CIO-3. Electrify or otherwise decarbonize all municipal off-road equipment by 2035, where feasible.				
CIO-3a	Complete an inventory of all municipal off-road equipment and determine which equipment types are possible to decarbonize based on existing technologies. Complete a cost analysis and schedule for decarbonizing.	Public Works	Phase 1	
CIO-3b	Adopt an emissions-free equipment purchasing policy by 2025 for light-duty vehicles and small off-road equipment and vehicles to require purchase and replacement of such categories be electric or emissions-free. Regularly update the policy to include more types of equipment and vehicles as electric and emission-free options become available. Use this to promote all-electric equipment in the community, providing information on the City website outlining available incentives as well as the health benefits, for residents and businesses.	Public Works	Phase 1	
CIO-3c	Dedicate staff time to implementing and tracking the success of the emissions-free purchasing policy established as part of CIO-3b.	Public Works	Phase 1	
CIO-3d	Dedicate staff time and pursue funding opportunities to electrify and otherwise decarbonize municipal off-road equipment through programs such as: - CORE Incentives - Bay Area Air Quality Management District (BAAQMD) incentives including the Carl Moyer Program	Public Works	Phase 1	
CIO-3e	Partner with the East Bay Regional Park District to co-lead a multi-lingual educational program for staff and City contractors detailing the benefits of using decarbonized off-road equipment, with an emphasis on improved worker health and details on comparable equipment productivity. Information from the educational program should be summarized into an infographic format and posted at parks, City-owned and operated buildings, and shared in the City's newsletter to highlight the emissions and overall health benefits in a way that is easily understood.	Public Works	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CIO-3f	By 2030, begin procuring biofuels (e.g., biodiesel and biogas) to operate municipally owned off-road equipment with no existing opportunities for electrification. Re-evaluate electrification opportunities regularly to ensure biofuels are not being used for equipment that could otherwise be electrified.	Public Works	Phase 2 – 3	
CIO-4. Reduce employee VMT 20% by 2035, from 2019 levels by developing and implementing a municipal Transportation Demand Management (TDM) Plan by 2028.				
CIO-4a	With employee input, develop a municipal Transportation Demand Management (TDM) Plan by 2028 to encourage and incentivize City employees to reduce their VMT in single-occupancy and fossil-fuel-powered vehicles. Update the plan every 2-3 years based on survey results (e.g., Action CIO-4d) and newly available public transit and bike routes in the community.	Community Development	Phase 1	
CIO-4b	Create an incentive program to reward City employees for biking, ridesharing, and using public transit to commute to work. The program shall provide free public transit passes and free access to electric bicycle programs (where available) to all municipal employees and may include cash incentives or additional paid time-off for employees who bike, rideshare, and use public transit to commute to work.	Community Development	Phase 1	
CIO-4c	Investigate the opportunity to create zero-interest loan program to help employees purchase ZEVs for commute.	Human Resources	Phase 1	
CIO-4d	Develop a remote work policy that encourages municipal office employees to work from home and includes alternative work schedules where feasible.	Community Development	Phase 1	
CIO-4e	Explore options for installing showers in existing City-owned facilities and bike lockers along City-owned streets, where appropriate, to encourage City employees to bike to work and demonstrate the City's commitment to sustainability and community bicycle safety.	Public Works	Phase 1	
CIO-4f	Partner with an entity such as the WestCAT or the Bay Area Air Quality Management District (BAAQMD) to expand employee use of carbon-free and low carbon transportation by providing education programs on the benefits of commute options including public transportation, EV/ZEV options, and vanpools. Additionally, partner with 511 Contra Costa to help employees find a carpool match.	Community Development	Phase 1	
CIO-4g	Promote and encourage employee participation in regional and national bike-to-work days/months.	Community Development	Phase 1	
CIO-4h	Develop funding sources to support incentives for City employees to commute to work via EV/ZEV options such as free or discounted employee charging at work.	Community Development	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CIO-4i	Publish the municipal TDM Plan on the City's website and distribute to local businesses to provide the community an example of comprehensive TDM plans that focused on GHG emission reductions and equity.	Community Development	Phase 2	
CIO-4j	Conduct a survey for City staff commute data annually to monitor emissions, identify potential gaps in planning, and better understand how to elicit employee transportation behavior change. Include space for employee feedback and identification of barriers to commuting without a personal vehicle.	Community Development	Ongoing	
CIO-4k	Dedicate staff time to develop, implement, and update the municipal TDM Plan and conduct the annual survey.	Community Development	Ongoing	
CIO-5. Reduce waste generation by 15% by 2025, from 2019 levels and landfill zero waste by 2035.				
CIO-5a	Conduct an indoor and outdoor water audit at all municipal buildings and schedule develop a schedule for water efficiency improvements.	Public Works	Phase 1	
CIO-5b	Adopt a Resolution and assign funding to retrofit or replace all inefficient shower heads, faucets, washing machines, and toilets with low-flow fixtures/water-efficient appliances in existing City-owned, managed, or operated facilities, such as, but not limited to, the Pinole Swim Center, Pinole Senior Center, Pinole Youth Center, and Public Service Facilities by 2030.	Community Development	Phase 1	
CIO-5c	Update the municipal purchasing policy to require WaterSense labeled fixtures and appliances, where feasible. This includes continuing to install waterless units such as urinals and sensor activated sinks.	Community Development	Phase 1	
CIO-5d	Require all non-functional lawns (i.e., grass that is ornamental and not used for recreational purposes) on City-owned property to be removed by 2035 and replaced with native and drought-tolerant landscaping and/or multi-use landscaping (e.g., pollinator-friendly landscapes, edible landscapes).	Community Development	Phase 1	
CIO-5e	Identify, track, and actively pursue funding opportunities from entities such as the California Department of Water Resources and the California Environmental Protection Agency.	Community Development	Phase 1	
CIO-5f	Partner with the Pinole Community Garden Club, Contra Costa County Master Gardeners, or Bringing Back the Natives to educate City employees and the community on water-wise gardening practices, native plants, and growing food, with a focus on the most vulnerable communities.	Community Development	Phase 1	
CIO-5g	Develop and implement a plan to update City-owned properties with improved green stormwater infrastructure (e.g., stormwater systems that direct water towards vegetation, permeable surfaces).	Community Development	Phase 2	

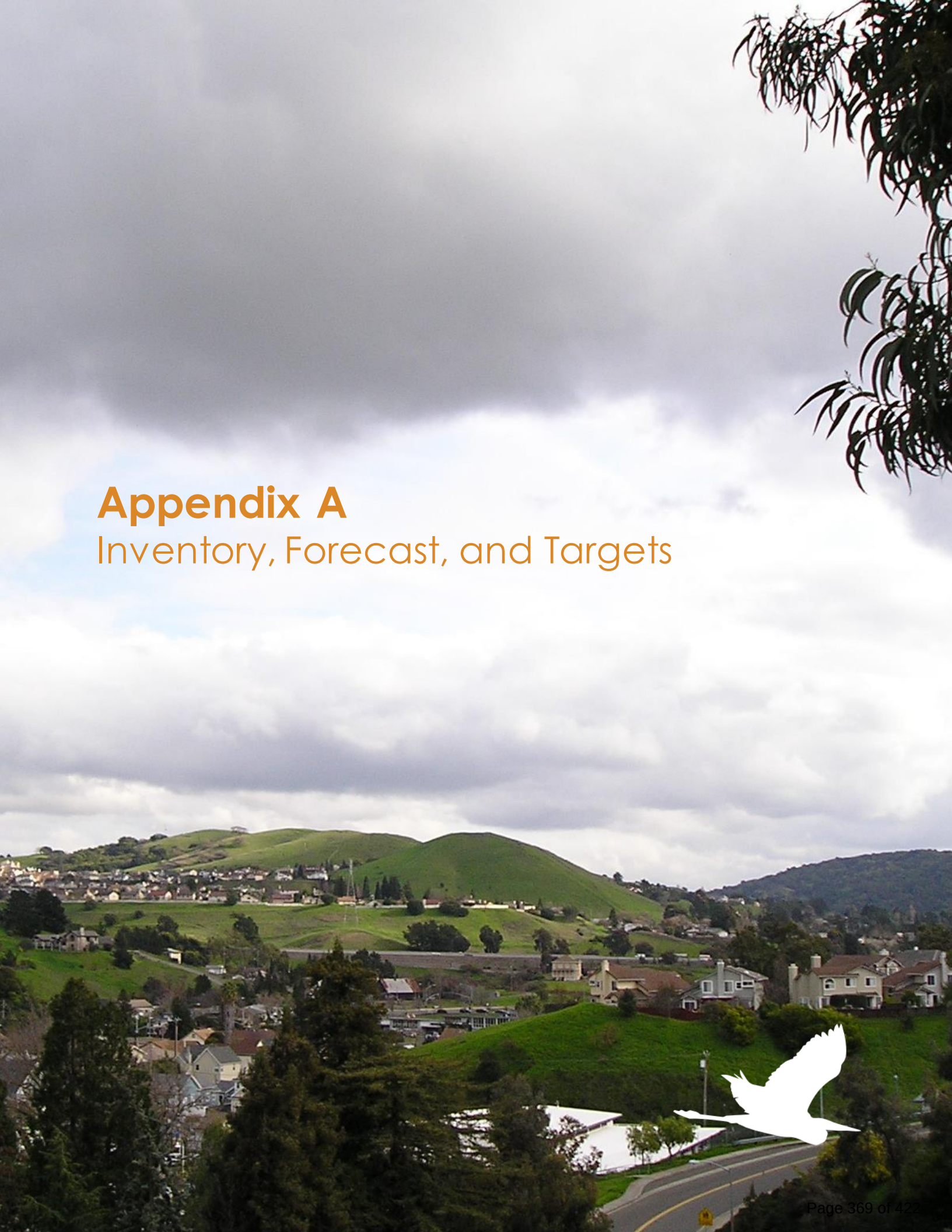
Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CIO-5h	Install submetering at City owned and operated buildings and facilities to track and monitor water use, including creating a succinct way to internally track specific use and complete repairs or prepare targeted education.	Public Works	Phase 2	
CIO-5i	Install rain barrels at the Library to water the native garden as a demonstration project to educate the community about the benefits of collecting rainwater and available incentives. Based on the project's success, consider installing rain barrels at all City facilities for use in landscaping.	Public Works	Phase 2	
CIO-6. Reduce municipal water consumption 10% by 2030, from 2019 levels.				
CIO-6a	Require implementation of the Single Use Plastic Ordinance at all City departments, events, and contracts.	Community Development	Phase 1	
CIO-6b	Provide reusable mugs and foodware items to all new and existing employees to use in an effort to encourage the use of reusable alternatives to single-use items. Provide information on the benefits of reusing resources.	Community Development	Phase 1	
CIO-6c	Complete an audit on current bin infrastructure and bin signage in each municipal facility and at City events. Establish a clear plan to install/distribute adequate compost and recycling bins throughout all facilities and to all events, and improve signage so that accepted landfill, recyclable, and compostable materials are clearly identified for each bin.	Community Development	Phase 1	
CIO-6d	Partner with an entity such as Republic Services to provide annual training to City employees on current waste management practices, any modifications to the practices, and proper disposal methods. Empower them to educate the community on the benefits and proper methods of recycling and composting and use this as an opportunity to promote the City's existing programs, such as the free mulch program, shredding program, household hazardous waste collection, as well as expand programs as appropriate.	Community Development	Phase 1	
CIO-6e	Work with CalRecycle and similar entities to identify and secure grants that fund waste diversion and educational programs.	Community Development	Phase 1	
CIO-6f	Create a shared resource area within each City-owned facility dedicated to lightly used office supplies such as staplers, tape dispensers, pens, and pads of paper, facilitating the reuse of items among staff members and promoting efficiency and reducing waste.	Community Development	Phase 2	
CIO-6g	Partner with local jurisdictions including surrounding cities and the county to create an inter-office or inter-jurisdiction surplus program where City offices can provide items (e.g., pieces of furniture) for reuse for free to other offices within the City or other jurisdictions.	Public Works	Phase 2	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CIO-6h	Create a buy-nothing group for City staff to share resources and items that they may no longer be interested in or have a use for at their homes.	Public Works	Phase 2	
CIO-6i	Perform a waste audit every two years to track waste sources, gaps in signage and education, and opportunities to strengthen the purchasing policy (e.g., based on problem-some materials continuing to the landfill or the contaminating recycling and composting streams).		Ongoing	
CIO-7. Retrofit existing infrastructure owned and operated by the City, such as the Pinole-Hercules Water Pollution Control Plant, located in the areas at risk of sea level rise.				
CIO-7a	Complete a feasibility study to evaluate various options for infrastructure improvements of Pinole-Hercules Water Pollution Control Plant to mitigate against sea level rise and flood hazards. Develop a long-term management plan to address impacts of sea level rise, which incorporates any potential maintenance, relocation, or retrofits and structural changes to accommodate changes in sea level.	Community Development	Phase 1	
CIO-7b	Collaborate with the San Francisco Bay Regional Water Quality Control Board to increase the Pinole-Hercules Water Pollution Control Plant's resilience to sea level rise and stronger storms. For example, implement a trigger-based Coastal Hazard Monitoring Program, which would allow to implement improvements or relocate in a timely manner, and conduct feasibility studies from technical experts, retrofitting, relocating, or eliminating outfalls deemed "at risk."	Community Development	Phase 1	
CIO-7c	Provide alternate routes and ensure redundancy of critical transportation routes, as possible, to allow for continued access and movement to and along the coast in instances in which sections of roadways may become temporarily impassible because of shoreline hazards. Additionally, inform City staff, residents, and visitors about alternate routes to shoreline areas.	Public Works	Phase 1	
CIO-7d	Host working groups with community-based organizations, experts in the field, and interested parties to identify and prioritize vulnerable communities, involve them in decision-making, use community benefits agreements, prioritize underserved communities, and consider the financial impact on residents.	Community Development	Phase 1	
CIO-7e	Identify and apply for a grant funding source to fund facility upgrades, relocation, or additional analysis through entities such as the San Francisco Bay Conservation and Development Commission, California Coastal Commission, National Oceanic and Atmospheric Administration (NOAA), or Federal Emergency Management Agency (FEMA).	Community Development	Phase 1	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CIO-7f	Conduct a detailed and City-specific groundwater emergence threat assessment, factoring in local geomorphology and groundwater data, for use in future planning and analysis.	Public Works	Phase 2	
CIO-7g	Incorporate policy guidance and model ordinance language in Citywide plans, policies, and regulations to prioritize strategies that reduce potential impacts due to sea level rise and shoreline hazards and increase the resilience of the City's shoreline areas.	Community Development	Phase 2	
Strategy CG: City Governance				
CG-1. Build staffing capacity to effectively implement the CAAP Mitigation Measures and update the CAAP triennially.				
CG-1a	Create a new full-time staff position to oversee CAAP implementation, monitoring, and reporting; and cross-department collaboration (i.e., Climate Coordinator work in Action CG-1).	Community Development	Phase 1	
CG-1b	Identify a Climate Coordinator from each of the City's main departments and divisions. The Climate Coordinators will meet for quarterly sustainability peer-to-peer information sharing sessions to discuss challenges, brainstorm solutions, and track progress towards reaching the City's CAAP key performance indicators. This team will serve as the key organizers for cross-departmental collaboration needed to implement climate goals, as well as community contacts and key researchers for emerging technologies and best practices in climate action.	All Departments	Phase 1	
CG-1c	Conduct an annual staff survey to determine the following: - Existing staff interest in leading climate initiatives to identify internal champions. - Staff capacity to implement CAAP actions, monitor progress, and report updates; and associated capacity gaps to fill.	Community Development Department	Ongoing	
CG-1d	Include a description of Pinole's climate goals and values in job postings, improving talent acquisition and potentially boosting retention and worker morale.	Human Resources	Phase 1	
CG-1e	Identify and apply for climate staffing assistance through fellowship/internship programs including the Climate Corps Fellowship, California Pacific University, and CivicSpark to increase internal staff capacity for CAAP implementation and bring in innovative ideas.	Community Development Department	Phase 1	
CG-1f	Earmark funding for CAAP updates.	Finance	Ongoing	

Action ID	Action Text	Responsible Department	Phase	Potential Grant Funding Sources
CG-2. Establish reporting procedures to implement the CAAP measures and transparently communicate progress to the community.				
CG-2a	Join the Institute for Local Government's Beacon Program to support transparent CAAP reporting through access to technical assistance, regional networking and education opportunities, and opportunities to recognize Pinole's climate action achievements.	Community Development	Phase 1	
CG-2b	Conduct a communitywide GHG inventory every two years and a municipal GHG inventory every five years.	Community Development	Ongoing	
CG-2c	Report communitywide GHG emissions and progress on Mitigation Measures annually through public reporting tools (e.g., CAPDash) and utilize social media to post updates and results so the community can easily stay up to date.	Community Development	Ongoing	
CG-2d	Regularly update Pinole's CAAP webpage, Sustainability webpages (e.g., Community Choice Energy, EV Charging Stations, Single Use Plastic Reduction), and applicable Public Works webpages (e.g., Water, Garbage and Recycling, Trees) to provide up-to-date information on ordinance, program, and policies as they are updated through CAAP implementation.	Community Development Department	Ongoing	
CG-2e	Explore and track the success of different ways to communicate climate progress transparently to the public (e.g., a dashboard, semi-regular social media posts, City webpages, Pinole TV). Track the number of clicks made on specific links to identify the most successful mechanisms for engagement.	Community Development Department	Ongoing	
CG-2f	Translate key climate outreach materials into non-English languages. Explore partnerships through nonprofits and other organizations that can assist in translation of key materials.	Community Development Department	Ongoing	
CG-2g	Communicate Pinole's climate and green economic development commitments through City branding and communications (beyond dedicated webpages and resources) and utilize existing City meetings and events to emphasize the importance of climate action and bring it into regular City and community discussions.	Community Development Department	Ongoing	
CG-2h	Earmark annual funding for the CAAP update in the budget to demonstrate commitment to implementation and monitoring and to provide a consistent conduit of funding.	Finance	Ongoing	





Appendix A

Inventory, Forecast, and Targets



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January 3, 2024
Project No: 21-11885

Lilly Whalen
Community Development Director
City of Pinole
2131 Pear Street
Pinole, California 94564

Subject: City of Pinole 2017 Community Greenhouse Gas Emissions Inventory Review and Reconciliation Memo

Dear Ms. Whalen:

Rincon Consultants, Inc. (Rincon) has been contracted by the City of Pinole (City) to conduct a peer review of the 2017 greenhouse gas (GHG) emissions community inventory (2017 Inventory), which was originally prepared by East Bay Energy Watch (EBEW) as part of a regional GHG emissions inventory in June 2020. Establishing a consistent methodology and accurate baseline emissions inventory provides the City with an opportunity to track the success of their sustainability and climate action efforts and establish a pathway to reduce GHG emissions in accordance with the City's and state's goals. Therefore, Rincon has conducted a peer review of the 2017 Inventory to verify that it was completed following the ICLEI Local Governments for Sustainability Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (Community Protocol) and with current and accurate data sources and emission factors.¹ This memo contains the results of Rincon's review and reconciliation of the 2017 Inventory. As part of this scope of work, Rincon completed the following:

- Reviewed the activity data, emission factors, and calculations associated with GHG emissions estimates in the 2017 Inventory.
- Identified that water, wastewater, waste, electricity transmission and distribution (T&D) loss, and natural gas methane leak sectors were omitted in the 2017 Inventory.
- Worked with the City to obtain community-level activity data and emission factors related to waste, water, and wastewater, and obtained loss factors and emission factors for electricity T&D losses and methane leaks and completed GHG emissions calculations for these sectors which were added to the updated GHG emissions inventory.
- Identified data source and emission factor improvement opportunities for the off-road sector, on-road transportation sector, and direct access electricity sector.
- Updated the GHG emissions calculations for the off-road sector, on-road transportation sector, and direct access electricity sector using updated models and GHG emission factors.

¹ ICLEI – Local Governments for Sustainability USA. July 2019. U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions Version 1.2.



The sections below provide details on the review and reconciliation process, an overview of the data sources and methodologies used to perform the GHG emissions updates, and calculations for the offroad, transportation, energy, waste, water, and wastewater sectors, as well as a summary of the updated 2017 inventory (Updated Inventory). The Updated Inventory results are intended to be used by the City of Pinole to develop GHG emissions forecasts and reduction targets and support the City's climate action planning (CAP) efforts.

Inventory Review and Reconciliation

Background

As mentioned above, the City of Pinole's 2017 Inventory was completed by EBEW as part of a regional GHG emissions inventory in June 2020. The 2017 Inventory was completed in accordance with the Community Protocol. ICLEI protocols serve as the national standards for local-scale accounting of GHG emissions that contribute to climate change and provide authoritative guidance to account for GHG emissions accurately and consistently. The Community Protocol serves to guide the measurement and reporting of GHG emissions in a standardized way and is used by other jurisdictions to support their own inventory, forecast, and climate action planning efforts.

In accordance with recommendations in the Community Protocol, the 2017 Inventory includes carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) emissions, measured collectively in units of metric tons (MT) of carbon dioxide equivalent (CO₂e) from activities that occurred in the 2017 calendar year under the operational control of Pinole. The 2017 Inventory used 100-year global warming potentials (GWP) for each gas that are consistent with the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report, which were also used by the state in their latest GHG emissions inventory.² The GWP refers to the ability of each gas to trap heat in the atmosphere. For example, one pound of CH₄ gas has 28 times more heat capturing potential than one pound of CO₂ gas. In other words, one MT CH₄ is equivalent to 28 MT CO₂e in terms of warming potential. The GWPs used for each gas as part of the GHG emissions calculations for the 2017 Inventory, as well as primary sources for each gas, are shown in Table 1.

Table 1 2017 Inventory GHGs and GWPs

Greenhouse Gas	Primary Source	100-year GWP
Carbon dioxide (CO ₂)	Combustion	1
Methane (CH ₄)	Combustion, anaerobic decomposition of organic waste (e.g., in landfills, wastewater treatment plants)	28
Nitrous Oxide (N ₂ O)	Leaking refrigerants and fire suppressants	265
Source: IPCC Fifth Assessment Report		

² International Panel on Climate Change. 2014. Fifth Assessment Report.



Generally, GHG emissions were calculated by multiplying the activity data in each GHG emissions sector (e.g., transportation, energy, waste, water) by an associated emission factor. Activity data refer to the relevant measured or estimated energy use or GHG-generating process. Emission factors are observation-based conversion factors used to equate activity data to generated GHG emissions. The original 2017 Inventory results are summarized in Table 2. In general, the 2017 Inventory used up-to-date and appropriately aggregated activity data, data sources, and emission factors, and was consistent with calculation methodologies in the Community Protocol.



Table 2 Original 2017 GHG Emissions Inventory for Pinole (East Bay Energy Watch)

GHG Emissions Sector	GHG Emissions Subsector	Activity Data	Activity Data Source	Emissions Factor	Emission Factor Source	GHG Emissions (MT CO ₂ e)
Energy: GHG emissions associated with the consumption of energy for residential and commercial buildings in the jurisdiction.	Residential Electricity	37,413,247 kWh	PG&E	0.000096 MT CO ₂ e/kWh	PG&E, eGRID ¹	3,605
	Nonresidential Electricity	32,505,137 kWh	PG&E	0.000096 MT CO ₂ e/kWh	PG&E, eGRID	3,132
	Direct Access	0 kWh	PG&E	N/A	N/A	0
	Residential Natural Gas	2,777,511 therms	PG&E	0.00531 MT CO ₂ e/therm	PG&E	14,750
	Nonresidential Natural Gas	810,175 therms	PG&E	0.00531 MT CO ₂ e/therm	PG&E	4,302
Transportation: GHG emissions associated with the operation of passenger, commercial, transit, and off-road vehicles within the jurisdiction	Passenger Vehicles	51,150,262 miles	MTC ²	0.000344 MT CO ₂ e/mile	EMFAC2017 ³	17,593
	Commercial Vehicles	8,743,810 miles	MTC	0.001242 MT CO ₂ e/mile	EMFAC2017	10,862
	BART	2,455,392 miles	BART	0.000093 MT CO ₂ e/mile	BART	228
	Off-road	Various	Unknown off-road model	Various	Unknown off-road model	4,753
Waste: GHG emissions associated with decomposition of solid waste in a landfill generated by the jurisdiction	Waste	N/A	N/A	N/A	N/A	0
Water and Wastewater: GHG emissions associated with the electricity used for acquisition, distribution, and treatment of water, as well as with wastewater treatment processes	Water and Wastewater	N/A	N/A	N/A	N/A	0

Source: EBEW

kWh = kilowatt hours; PG&E = Pacific Gas & Electric; MTC = Metropolitan Transportation Commission; MT CO₂e = metric tons of carbon dioxide equivalent; VMT = vehicle miles travelled; BART = Bay Area Rapid Transit

1. eGRID is the Environmental Protection Agency's (EPA) Emissions & Generation Resource Integrated Database (eGRID), which provides regional GHG emission factors for electricity grids across the United States, and is accessed at: <https://www.epa.gov/egrid>

2. The MTC VMT data portal provides VMT data by jurisdiction and is accessed at: <http://capvmt.us-west-2.elasticbeanstalk.com/data>

3. EMFAC2017 is the California Air Resources Board's (CARB) 2017 Emission FACTor (EMFAC) model, which estimates the official emissions inventories of on-road mobile sources in California, and is accessed at: <https://arb.ca.gov/emfac/2017/>



During the review and reconciliation process, the following improvement opportunities and specific solutions to improve the analysis were identified, with the methodologies used to complete these updates further discussed in the next section:

- The 2017 Inventory did not include GHG emissions from waste, water, wastewater, natural gas methane leaks, or electricity T&D losses, which are recommended sectors for inclusion according to the Community Protocol. The inventory was updated to include these sectors.
- EBEW completed the 2017 Inventory in 2020 using the California Air Resources Board's (CARB) OFFROAD2017 model to estimate GHG emissions in the off-road sector. Subsequently, CARB has released OFFROAD2021,³ which contains updated off-road fuel estimates to better account for off-road equipment usage. The off-road sector was updated using results from OFFROAD2021.
- EBEW completed the 2017 Inventory in 2020 using CARB's EMFAC2017 model to estimate emission factors for the on-road transportation sector. Subsequently, CARB has released EMFAC2021, which contains updated emission factors and additional data to better account for electric vehicle usage. The passenger and commercial VMT sectors were updated using results from EMFAC2021 to provide updated transportation emissions estimates.
- In 2017, direct access electricity was not available for the community due to data privacy regulations in the 15/15 rule.⁴ Direct access electricity was estimated using a proxy from 2018, when data privacy regulations were not triggered.

Updated GHG Emissions Inventory Methods

The 2017 Inventory was updated to leverage the latest available models and best available data⁵ in accordance with the Community Protocol. The Updated Inventory serves to provide a comprehensive understanding of the City of Pinole's GHG emissions and was developed to serve the following purposes:

- Provide an understanding of where the highest sources of GHG emissions in the City originate and where the greatest opportunities for GHG emissions reductions exist.
- Create a GHG emissions baseline from which the City can establish a forecast, reduction targets, and evaluate future progress.
- Aid in the development of a future CAP.

The following sections contain further information on the inventory update approach, calculation methodologies, data used, and results.

Water

GHG emissions from water conveyance, delivery, and treatment were calculated following Method WW.14 from the Community Protocol. Activity data (acre-feet [AF] of water delivered to the City of Pinole) were provided directly by East Bay Municipal Utilities District (EBMUD), which provides water

³ CARB's OFFROAD2021 model can be accessed at: <https://arb.ca.gov/emfac/emissions-inventory/d7e33b22a7ef163d2dc9fd91182391d41cb025f9>

⁴ The 15/15 Rule is a California Public Utilities Commission (CPUC) regulation which limits the sharing of aggregated energy usage data when that data includes usage for fewer than 15 customers with any one customer's load exceeding 15 percent of the group's energy consumption.

⁵ The concept of "best available data" is referenced by the World Resources Institute's Greenhouse Gas Protocol (2014).



services for the City of Pinole. Water volume data were used to calculate electricity usage, based on an energy intensity factor for EBMUD's water supply. The energy intensity factor for water was obtained specifically from EBMUD's 2020 Urban Water Management Plan (UWMP).⁶ Electricity usage was further converted to GHG emissions using PG&E's electricity emission factor, as shown in Table 3.

Table 3 Water GHG Emissions Calculations

Activity Data (AF)	Energy Intensity (kWh/AF)	Electricity (kWh)	Electricity Emission Factor (MT CO ₂ e/kWh)	GHG Emissions (MT CO ₂ e)
1,710	379.64	649,204	0.000096	63

Wastewater

GHG emissions associated with wastewater treatment in Pinole arise from stationary combustion and processing at the in-boundary Pinole-Hercules Water Pollution Control Plant, which serves the majority of the population of Pinole.⁷ In 2017, the Pinole-Hercules Water Pollution Control Plant used conventional aerobic treatment systems with nitrification/denitrification processes, as well as operated an anaerobic digester which sent gas to be combusted at a cogen. Wastewater GHG emissions were calculated using Community Protocol Method WW.1.a and WW.2.a to capture CH₄ and N₂O emissions from the anaerobic digester;⁸ Method WW.7 to capture N₂O emissions from nitrification/denitrification; and Method WW.12 to capture fugitive N₂O emissions from effluent discharge. Finally, Community Protocol Method WW.13 was used to attribute GHG emissions at the Water Pollution Control Plant to the City of Pinole, based on information from the City of Pinole that 48 percent of water treated at the Plant comes from Pinole. GHG emissions calculations associated with wastewater are shown in Table 4.

Table 4 2017 Wastewater GHG Emissions Calculations

Sector	Community Protocol Method	Activity Data Input	Activity Data	GHG Emissions (MT CO ₂ e)
Digester Gas CH ₄	WW.1.a, WW.13	Digester gas (cubic feet per day)	60,725	0.59
Digester Gas N ₂ O	WW.2.a, WW.13			1.10
Denitrification Process N ₂ O	WW.7, WW.13	Population served	44,895	40
Effluent Discharge Fugitive N ₂ O	WW.12, WW.13	Nitrogen load (kilograms of nitrogen per day)	336	61

Waste

GHG emissions associated with the waste sector result from the decomposition of waste at a landfill and from waste processing equipment. GHG emissions from waste decomposition were calculated using Community Protocol Method SW.4, using the default emission factor for mixed waste and assuming

⁶ East Bay Municipal Utility District. 2020. EBMUD Urban Water Management Plan 2020. Appendix J; Table J-1.

⁷ A small portion of the City of Pinole served by West County Wastewater District. Wastewater emissions for this portion of the population were not captured as part of the inventory update because they were considered negligible.

⁸ It was assumed that fraction of CH₄ in the biogas was approximately equal to 60%, based on specifications for the anaerobic digesters.



operation of a landfill gas collection system.⁹ GHG emissions from waste processing equipment were estimated using Community Protocol Method SW.5. Activity data for community-generated waste were provided directly by West Contra Costa Integrated Waste Management Authority, on behalf of Republic Services, the waste service provider in Pinole. The GHG emissions calculations for waste are shown in Table 5.

Table 5 2017 Waste GHG Emissions Calculations

Sector	Community Protocol Method	Activity Data Input	Activity Data (wet short ton)	GHG Emissions (MT CO ₂ e)
Landfill Decomposition	SW.4	Community-generated waste	8,367	3,163
Process Emissions	SW.5			137

Transportation: Off-road

Off-road activity data, measured in gallons of fuel consumed by fuel type, were updated using the recently released OFFROAD2021 emissions database, per CARB recommendations.¹⁰ OFFROAD2021 provides fuel usage results from off-road equipment operation at the county level; fuel usage results were then apportioned to Pinole using demographics data calculated from Plan Bay Area 2040 and Plan Bay Area 2050.¹¹ The updated analysis includes the same vehicle classes used in the 2017 Inventory, using the newer model of vehicle classes for which there is updated data. Emission factors for diesel, gasoline, and natural gas usage in off-road vehicles were obtained from the EPA Emission Factors for Greenhouse Gas Inventories report.¹² Off-road GHG emissions calculation details are shown in Table 6.

Table 6 2017 Off-road GHG Emissions Calculations

Fuel Type	Activity Data (gallons)	Emission Factor (MT CO ₂ e/gallon)	GHG Emissions (MT CO ₂ e)
Diesel	302,801	0.01021	3,140
Gasoline	210,947	0.00878	1,877
Natural Gas	38,014	0.00568	219

Transportation: Passenger and Commercial VMT

Transportation emissions from passenger and commercial vehicles were updated to leverage the latest on-road transportation emissions data from CARB's EMFAC2021 model.¹³ Passenger and commercial

⁹ West Contra Costa Integrated Waste Management Authority communicated that solid waste in Pinole is hauled to Keller Canyon Landfill and West Contra Costa SLF, which both operate landfill gas collection systems, according to the LMOP Database accessed at: <https://www.epa.gov/system/files/documents/2021-09/opprjlmopdata-detailed.xlsx>.

¹⁰ Updates to CARB's OFFROAD model in 2021 include more accurate accounting of fuel usage in each off-road category, especially in the agricultural equipment sector.

¹¹ Accessed at: <http://projections.planbayarea.org/>.

¹² Environmental Protection Agency. April 2021. Emission Factors for Greenhouse Gas Inventories.

¹³ Output from the CARB 2021 Emission Factor (EMFAC) model version 1.0.1 was used to facilitate analysis of VMT data (accessed at: <https://arb.ca.gov/emfac/emissions-inventory/d7e33b22a7ef163d2dc9fd91182391d41cb025f9>). EMFAC2021 is the primary data source for estimating project- and plan-level mobile source emissions in California. County-specific emissions factors, in units of MT CO₂e/mile, for buses, passenger, and commercial vehicles were calculated based on EMFAC2021 model output for the year 2017. Percent electric vehicle (EV) share and electricity used per EV-mile were also calculated at the county level for each year based on EMFAC2021 model output to quantify EV mileage and EV electricity usage for Pinole is based on the VMT data. Each variable calculated from EMFAC2021 output was aggregated over all



VMT data were originally obtained from Metropolitan Transportation Commission (MTC). However, MTC data does not include VMT from motorcycles, motor homes, or buses. VMT data from MTC were, therefore, adjusted using data from EFMAC2021 to include the missing VMT sources. VMT data were further disaggregated to electric VMT (EVMT). EVMT can be converted to electricity usage (in kWh) by applying an estimated energy per mile factor from EMFAC2021. Activity data were then converted to GHG emissions using emission factors from EMFAC2021. These calculations are shown in detail in Table 7 and Table 8.

To avoid double counting electricity emissions contained in the transportation sector and in the electricity sector, residential and nonresidential electricity activity data were adjusted by subtracting the electricity used for vehicle charging. These changes are reflected in the next section.

vehicle categories (i.e., LDA, LDT1, LDT2, MCY, MDV, MH for passenger vehicles; LHDT1, LHDT2, HHDT, MHDT for commercial vehicles; OBUS, SBUS, UBUS for buses) and fuel types (i.e., gasoline, diesel, natural gas, electric vehicle, and plug-in) using a VMT-weighted average.



Table 7 2017 On-road VMT Calculations

Sector	MTC Activity Data (miles/day)	EMFAC Adjustment Description	EMFAC Adjusted Activity Data (miles/day)	Annual VMT (miles) ¹	EMFAC EV share	Annual EVMT (miles)	EMFAC Energy per Mile (kWh/mile)	Annual EVMT (kWh)
On-road Passenger VMT	146,501	Augment MTC data to include motorcycle VMT. Per EMFAC2021, 0.45% of passenger VMT is from motorcycles.	147,169	51,067,556	1.03%	525,996	0.362	190,196
On-road Commercial VMT	23,932	Augment MTC data to include motor home VMT. Per EMFAC2021, 1.59% of commercial VMT is from motor homes.	24,318	8,438,221	0.00%	0	N/A	0
On-road Bus VMT	N/A	Augment MTC data to include bus VMT. Per EMFAC 2021, bus VMT is equal to 3.67% of commercial VMT.	892	309,457	0.12%	371	1.743	647

1. Daily VMT is converted to annual VMT using a standard conversion factor of 347 days per year, which accounts for reduced VMT on some days of the year. See CARB's Review of Metropolitan Transportation Commission's Draft 2021 RTP/SCS.¹⁴

Table 8 2017 On-road GHG Emissions Calculations

Sector	Activity Data	Emission Factor	GHG Emissions (MT CO ₂ e)
On-road Passenger VMT	51,067,556 miles	0.000370 MT CO ₂ e/mile	18,895
On-road Commercial VMT	8,438,221 miles	0.001288 MT CO ₂ e/mile	10,868
On-road Bus VMT	309,457 miles	0.001530 MT CO ₂ e/mile	473
On-road Passenger EVMT	190,196 kWh	0.000096 MT CO ₂ e/kWh	18
On-road Commercial EVMT	0 kWh	0.000096 MT CO ₂ e/kWh	0
On-road Bus EVMT	647 kWh	0.000096 MT CO ₂ e/kWh	0.06

¹⁴ California Air Resources Board. July 2021. CARB Review of Metropolitan Transportation Commission's Draft 2021 RTP/SCS Senate Bill 375 Greenhouse Gas Emissions Technical Quantification Methodology. Accessed at: https://ww2.arb.ca.gov/sites/default/files/2021-08/2021.07.16%20CARB%20MTC%202021%20SCS%20TM%20Response%20Letter_signed_ADA.pdf



Energy: Residential and Nonresidential Electricity

As mentioned above, residential and nonresidential electricity activity data and GHG emissions were updated to accurately account for the electricity used for electric vehicle charging and to avoid double-counting. Specifically, on-road passenger EVMT electricity was subtracted from the residential electricity activity data,¹⁵ while bus EVMT electricity was subtracted from the nonresidential electricity activity data. These updates are shown in Table 9.

Table 9 2017 Residential and Nonresidential Electricity Adjustment

Sector	Original Activity Data (kWh)	Annual EVMT (kWh)	Adjusted Activity Data (kWh)	Emission Factor (MT CO ₂ e/kWh)	Adjusted GHG Emissions (MT CO ₂ e)
Residential Electricity (PG&E)	37,413,247 kWh	190,196	37,223,051	0.000096	3,587
Nonresidential Electricity (PG&E)	32,505,137 kWh	647	32,504,490	0.000096	3,132

Energy: Direct Access Electricity

Electricity emissions were updated to include estimated direct access electricity. While direct access electricity data was not available from PG&E in 2017 due to the 15/15 rule, direct access electricity data from 2018 were used as a proxy for 2017 data and added to the Updated Inventory. Direct access electricity data for 2018 were calculated based on data provided by PG&E and MCE Clean Energy, as shown in Table 10.¹⁶

Table 10 2018 Direct Access Electricity Calculation

Electricity Provider	Electricity Sector	Activity Data (kWh)
PG&E	Direct Access – Including MCE Electricity	52,455,782
MCE	Residential 60% Renewable	22,838,750
	Residential 100% Renewable	101,218
	Nonresidential 60% Renewable	18,839,092
	Nonresidential 100% Renewable	83,493
Non-MCE Direct Access (PG&E Direct Access minus MCE Electricity)		10,593,229

GHG emissions from direct access electricity for 2017 were then calculated by multiplying the 2018 proxy activity data by the 2017 direct access electricity emission factor from eGRID (Table 11).¹⁷

Table 11 2017 Direct Access GHG Emissions Calculations

Electricity Sector	Activity Data (kWh)	Emission Factor (MT CO ₂ e/kWh)	GHG Emissions (MT CO ₂ e)
Direct Access	10,593,229	0.0002404	2,546

¹⁵ It was assumed that the majority of electric vehicle charging occurs at home.

¹⁶ Starting in April 2018, MCE Clean Energy began procuring and providing electricity to the City of Pinole. MCE Clean Energy is a community choice aggregation (CCA).

¹⁷ Accessed at: <https://www.epa.gov/egrid>



Energy & Transportation: Electricity T&D Losses

Electricity T&D losses arise from electricity lost during delivery to the buildings and associated end-uses in the City of Pinole. Electricity T&D losses occur in the electricity delivery system and are therefore upstream of the delivery endpoints located in Pinole but are still associated with energy usage in the City of Pinole. GHG emissions from electricity T&D losses are calculated using an electricity T&D loss factor of 4.23 percent, obtained from eGRID.¹⁸ GHG emissions from electricity T&D losses were calculated separately for each electricity stream in the energy sector (residential, nonresidential, and direct access) using the associated emission factor. Electricity T&D GHG emission calculation details are shown in Table 12.

Table 12 Electricity T&D Loss GHG Emissions Calculations

Sector	Activity Data (kWh)	T&D Losses (kWh)	Emission Factor (MT CO ₂ e/kWh)	GHG Emissions (MT CO ₂ e)
Residential Electricity	37,223,051	1,574,535	0.000096	152
Nonresidential Electricity	32,504,490	1,374,940	0.000096	132
Direct Access Electricity	10,593,229	448,094	0.000240	108

Energy: Natural Gas Methane Leaks

Natural gas methane leaks arise from natural gas lost during delivery to the buildings and associated end-uses in the City of Pinole. Natural gas methane leaks occur in the pipeline delivery system and are therefore upstream of the delivery endpoints located in Pinole but are still associated with energy usage in the City of Pinole. GHG emissions from natural gas methane leaks are calculated using a methane leak factor of 2.3 percent.¹⁹ GHG emissions from natural gas methane leaks were calculated separately for the residential and nonresidential natural gas streams in the energy sector, using a natural gas methane leak emission factor. Electricity T&D GHG emission calculation details are shown in Table 13.

¹⁸ Accessed at: <https://www.epa.gov/egrid>

¹⁹ Alvarez, Ramón et al. (2018). Assessment of methane emissions from the U.S. oil and gas supply chain. Science. 361. <https://www.science.org/doi/abs/10.1126/science.aar7204>.

Table 13 Natural Gas Methane Leaks GHG Emissions Calculations

Natural Gas Sector	Activity Data (therms)	Methane Leaks (therms)	Emission Factor (MT CO ₂ e/therm) ¹	GHG Emissions (MT CO ₂ e)
Residential Natural Gas	2,777,511	63,883	0.053067	3,390
Nonresidential Natural Gas	810,175	18,634	0.053067	989

1. Calculated using the equation: $2.85 \frac{\text{cubic meters}}{\text{therm}} * 95\% \text{ methane content} * 0.7 \frac{\text{kg}}{\text{cubic meter}} * 28 \frac{\text{CO}_2\text{e}}{\text{CH}_4} * 0.001 \frac{\text{MT}}{\text{kg}}$

Updated GHG Emissions Inventory Summary

The results for all GHG emissions sectors for the City of Pinole's Updated Inventory are summarized in Figure 1 and shown in detail in Table 14.

Figure 1 Updated Inventory GHG Emissions by Sector

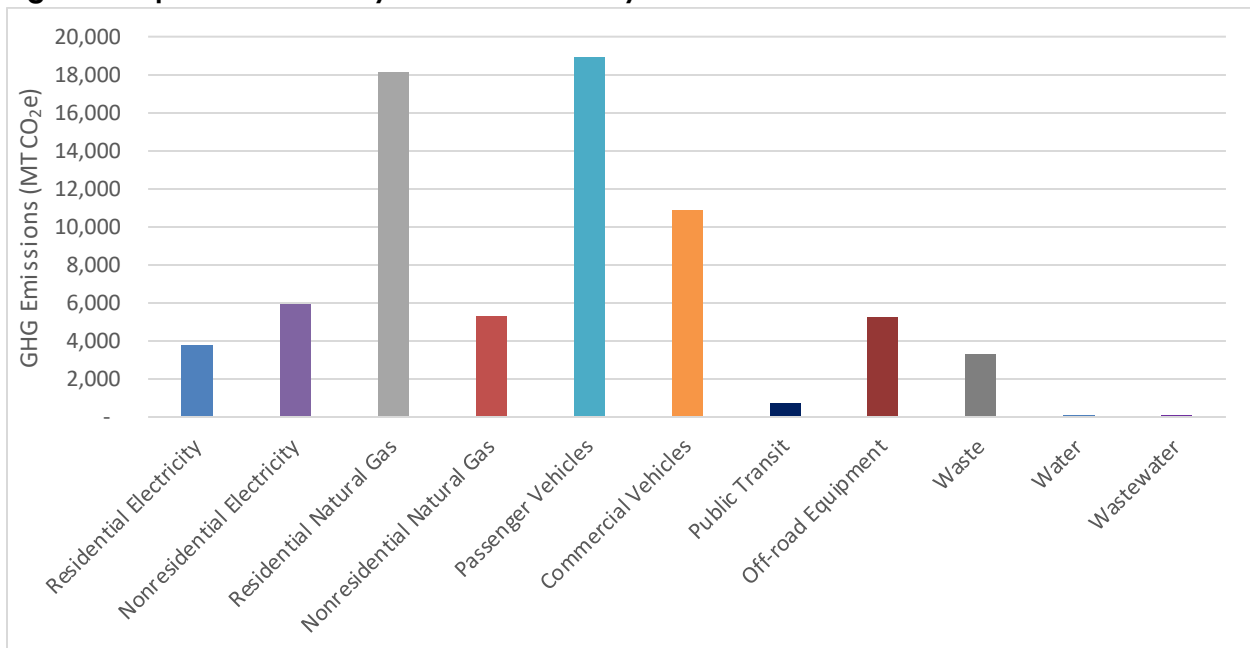




Table 14 Updated 2017 GHG Emissions Inventory

GHG Emissions Sector	GHG Emissions Subsector	Activity Data	Emission Factor	GHG Emissions (MT CO ₂ e)
Energy	Residential Electricity	37,223,051 kWh	0.000096 MT CO ₂ e/kWh	3,587
	Residential Electricity T&D	1,574,535 kWh	0.000096 MT CO ₂ e/kWh	152
	Nonresidential Electricity	32,504,490 kWh	0.000096 MT CO ₂ e/kWh	3,132
	Nonresidential Electricity T&D	1,374,940 kWh	0.000096 MT CO ₂ e/kWh	132
	Direct Access Electricity	10,593,229 kWh	0.000240 MT CO ₂ e/kWh	2,546
	Direct Access Electricity T&D	448,094 kWh	0.000240 MT CO ₂ e/kWh	108
	Residential Natural Gas	2,777,511 therms	0.00531 MT CO ₂ e/therm	14,750
	Residential Natural Gas Leaks	63,883 therms	0.053067 MT CO ₂ e/therm	3,390
	Nonresidential Natural Gas	810,175 therms	0.00531 MT CO ₂ e/therm	4,302
	Nonresidential Natural Gas Leaks	18,634 therms	0.053067 MT CO ₂ e/therm	989
Transportation	Passenger VMT	51,067,556 miles	0.000370 MT CO ₂ e/mile	18,895
	Commercial VMT	8,438,221 miles	0.001288 MT CO ₂ e/mile	10,868
	Bus VMT	309,457 miles	0.001530 MT CO ₂ e/mile	473
	Passenger EVMT	190,196 kWh	0.000096 MT CO ₂ e/kWh	18
	Commercial EVMT	0 kWh	0.000096 MT CO ₂ e/kWh	0
	Bus EVMT	647 kWh	0.000096 MT CO ₂ e/kWh	0.06
	BART	2,455,392 miles	0.000093 MT CO ₂ e/mile	228
	Off-road Diesel	357,578 gallons	MT CO ₂ e/gallon	3,140
	Off-road Gasoline	206,631 gallons	MT CO ₂ e/gallon	1,877
	Off-road Natural Gas	45,523 gallons	MT CO ₂ e/gallon	219
Waste	Landfill CH ₄	8,367 tons	N/A	3,163
	Process Emissions		N/A	137
Water	Water Conveyance, Treatment, and Distribution	57,398 kWh	0.000096	63
Wastewater	Digester Gas CH ₄	60,725 std cubic ft/day	N/A	0.59
	Digester Gas N ₂ O		N/A	1.10
	Denitrification Process N ₂ O	44,895 population served	N/A	40
	Effluent Discharge Fugitive N ₂ O	336 kg N/day	N/A	61
Total				72,273



The Updated Inventory provides the City with accurate baseline GHG emissions estimates that follow the Community Protocol and include, as mentioned previously, the following modifications for improved GHG accounting:

- Addition of GHG emissions from the waste, water, wastewater, natural gas methane leaks, and electricity T&D loss sectors, which were excluded from the 2017 Inventory.
- Use of CARB's updated OFFROAD2021 model in place of the older off-road model, for updated off-road fuel estimates and better accounting of off-road equipment usage.
- Use of CARB's updated EMFAC2021 model in place of the older EMFAC2017 model, for updated on-road transportation sector emission factors and additional data to better account for electric vehicle usage.
- Addition of estimated direct access electricity for 2017, using proxy data from 2018, which were excluded from the 2017 Inventory.

The Updated Inventory resulted in a 21.9 percent increase in GHG emissions attributed to the City of Pinole in 2017, primarily due to the addition of the waste, water, wastewater, electricity T&D loss, and natural gas methane leakage sectors to the inventory. The changes from the original 2017 Inventory and the Updated Inventory are shown in detail in Table 15.



Table 15 Original 2017 Inventory versus Updated Inventory

GHG Emissions Sector	GHG Emissions Subsector	GHG Emissions (MT CO ₂ e)		Percent Change (%)	Summary of Reason for Change
		Inventory Update	Original 2017 Inventory		
Energy	Residential Electricity	3,738	3,605	3.6%	Adjusted to exclude GHG emissions from passenger EV charging and include GHG emissions from T&D losses
	Nonresidential Electricity	5,918	3,132	88.9%	Adjusted to include GHG emissions from direct access electricity and T&D losses
	Residential Natural Gas	18,140	14,750	23.0%	Adjusted to include GHG emissions from methane leaks
	Nonresidential Natural Gas	5,291	4,302	23.0%	Adjusted to include GHG emissions from methane leaks
Transportation	Passenger Vehicles	18,913	17,593	7.5%	Adjusted to use updated emission factors and include GHG emissions from passenger EV charging and T&D losses.
	Commercial Vehicles	10,868	10,862	0.1%	Adjusted to use updated emission factors and exclude GHG emissions from buses.
	Public Transit (buses and BART)	701	228	207.9%	Adjusted to include GHG emissions from buses and EV bus charging and T&D losses.
	Off-road Equipment	5,236	4,753	10.2%	Adjusted to use updated fuel usage data and emission factors.
Waste	Waste	3,300	N/A	N/A	Sector originally excluded from inventory and updated to be included.
Water and Wastewater	Water	63	N/A	N/A	Sector originally excluded from inventory and updated to be included.
	Wastewater	103	N/A	N/A	
Total		72,273	59,226	18.1%	N/A



The Updated Inventory is intended to be used for further climate action planning efforts in the City of Pinole, including the development of GHG emissions targets, GHG emissions reduction measures, and as a baseline for comparing future GHG emissions inventories. Since 2017, GHG emissions in the City of Pinole have likely declined due to renewable energy procurement from MCE and increased efficiency in the energy and transportation sectors. Future emissions can be estimated in a GHG emissions forecast developed from the Updated Inventory.

Sincerely,

Rincon Consultants, Inc.

A blue ink signature of Erik Feldman, written in a cursive style.

Erik Feldman, MS, LEED AP
Principal

A blue ink signature of Hannah Mize, written in a cursive style.

Hannah Mize
Sustainability Project Manager



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March 14, 2022
Project No: 21-11885

Lilly Whalen
Community Development Director
City of Pinole
2131 Pear Street
Pinole, California 94564

Subject: City of Pinole 2021 Municipal Greenhouse Gas Emissions Inventory

Dear Ms. Whalen:

Rincon Consultants Inc. (Rincon) has prepared this 2021 Municipal Greenhouse Gas (GHG) Emissions Inventory (Municipal GHG Inventory) for the City of Pinole (the City) for the 2021 calendar year as part of a baseline assessment to be used in GHG reduction planning efforts. The Municipal GHG emissions inventory is based on the most recent full year of available activity data (2021) and calculates the GHG emissions associated with the buildings and facilities, streetlights and traffic signals, vehicle fleet, employee commute, water consumption, wastewater emissions and solid waste generation under the City's operational control. The GHG inventory was completed using the *Local Government Operations Protocol*¹ (LGOP) developed by Local Governments for Sustainability (ICLEI), California Air Resources Board (CARB), California Climate Action Registry, and The Climate Registry (TCR), and includes the calculation of the municipal GHG emissions inventory which can be attributed directly to Pinole's operations in 2021.

California Regulatory Setting

California considers GHG emissions and the impacts of climate change to be a serious threat to public health, the environment, economic well-being, and natural resources of the state, and has taken an aggressive stance to mitigate the impact on climate change through the adoption of legislation and policies, the most relevant of which are summarized below.

- **Executive Order (EO) S-3-05**, signed by the Governor in 2005, establishes statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows: by 2020, reduce GHG emissions to 1990 levels and by 2050, reduce GHG emissions to 80% below 1990 levels. The 2050 target was accelerated by the 2045 carbon neutral target in EO B-55-18, as discussed below.²
- **Assembly Bill (AB) 32**, known as the *Global Warming Solutions Act of 2006*, requires that California's GHG emissions be reduced to 1990 levels by the year 2020 (approximately a 15% reduction from 2005 to 2008 levels). The AB 32 Climate Change Scoping Plan (2008) identifies mandatory and voluntary measures to achieve the statewide 2020 emissions goal and encourages local

¹ ICLEI. May 2010. Local Government Operations Protocol for the quantification and reporting of greenhouse gas emissions inventories.

² Executive Orders are binding only unto state agencies. Accordingly, Executive Order S-3-05 will guide state agencies' efforts to control and regulate GHG emissions but will have no direct binding effect on local government or private actions.



governments to reduce municipal and community GHG emissions proportionate with state goals.³ This state achieved this goal in 2016, reducing GHG emissions below 1990 levels three years before the target.⁴

- **Senate Bill (SB) 32**, signed by the Governor in 2016, establishes a statewide mid-term GHG reduction goal of 40% below 1990 levels by 2030. The California Air Resources Board (CARB) formally adopted an updated Climate Change Scoping Plan in December 2017, establishing a roadmap to achieve the 2030 goal and providing guidance to achieve substantial progress toward California's long-term goals.
- **Executive Order B-55-18**, signed by the Governor in 2018, expanded upon EO S-3-05 by creating a statewide GHG goal of carbon neutrality by 2045. EO B-55-18 identifies CARB as the lead agency to develop a framework for implementation and progress tracking toward this goal.

California has encouraged local governments and agencies to develop strategies to reduce their contribution to the state's total GHG emissions proportional to the levels established by state legislation, by demonstrating their "fair share" of GHG emissions reduction. The GHG emissions inventory presented here is the first step towards evaluating how the City can demonstrate their commitment to mitigating their contribution towards climate change.

Greenhouse Gases

The Municipal GHG Emissions Inventory was developed based on methodologies outlined in ICLEI's LGOP. The LGOP states that local governments should assess emissions of all six internationally recognized GHGs. These gases are outlined in Table 1, which also includes their sources and global warming potential (GWP).⁵ This inventory incorporates the latest 100-year GWP values published in the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5).⁶ The GWP refers to the ability of each gas to trap heat in the atmosphere. For example, one pound of methane has approximately 28 times more heat capturing potential than one pound of carbon dioxide. This report focuses on the three GHGs most relevant to local government policymaking: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). These gases comprise a large majority of GHG emissions at the municipal and community level. The other gases such as hydrofluorocarbons, perfluorocarbons, and sulfur hexafluorides are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level and therefore, have been omitted from this inventory. GHG emissions are reported in metric tons of carbon dioxide equivalent (MT CO₂e) units. When dealing with an array of emissions, the gases are converted to their carbon dioxide equivalents for comparison purposes.

³ Specifically, the AB 32 Scoping Plan states that CARB, "encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHG emissions by approximately 15% from current levels by 2020" (p. 27). "Current" as it pertains to the AB 32 Scoping Plan is commonly understood as between 2005 and 2008.

⁴ How California is working to reduce greenhouse gas emissions. March 2020. Clear Center, UC Davis. Accessed at <https://clear.ucdavis.edu/explainers/how-california-working-reduce-greenhouse-gas-emissions>. Accessed March 1, 2022.

⁵ The IPCC 5th Assessment report outlines different GWP's that CARB uses in their inventory reporting https://www.ipcc.ch/site/assets/uploads/2018/02/ipcc_wg3_ar5_full.pdf. Accessed March 14, 2022

⁶ International Organization for Standardization (ISO) published ISO 14064-1 in 2006 (revised 2018) to provide an international standard for the quantification and reporting of GHG emissions.



Table 1 Summary of Greenhouse Gas Emission

Greenhouse Gas	Formula	Primary Source(s)	GWP (CO ₂ e)
Carbon Dioxide	CO ₂	Fuel combustion	1
Methane	CH ₄	Fuel combustion, anaerobic decomposition of organic waste (landfills, wastewater treatment plants), fuel handling	28
Nitrous Oxide	N ₂ O	Combustion and wastewater treatment	265
Hydrofluorocarbons	Various	Leaking refrigerants and fire suppressants	4 – 12,400
Perfluorocarbons	Various	Aluminum production, semiconductor manufacturing, HVAC equipment manufacturing	6,630 – 11,100
Sulfur Hexafluoride	SF ₆	Transmission and distribution of power	23,500

Source: Intergovernmental Panel on Climate Change (IPCC), Fifth Assessment Report AR5, Chapter 8 Anthropogenic and Natural Radiative Forcing. 2014. https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf. Accessed March 1, 2022.
GWP: Global Warming Potential

2021 Municipal GHG Inventory Overview

The 2021 Municipal GHG Emissions Inventory includes all emissions occurring within the City of Pinole's direct jurisdictional authority (i.e., sources of emissions resulting from facilities that the City owns and/or operates). The municipal inventory allows the City to track its GHG emissions resulting from the municipally owned facilities, vehicles, and equipment over which it is able to exert control with GHG reduction policies and ultimately lead by example.

The City of Pinole operates and maintains multiple buildings, and facilities across the City. The City's primary GHG emissions originate from building heating and cooling, operational energy use, fossil fuels burned in vehicles, streetlights and traffic signals, water consumption, wastewater generation, and waste generation. Fleet data includes employee vehicles and agency-owned vehicles and rentals. Water consumption data includes water service provided to the City's facilities. Wastewater generation data includes the emissions generated from treating water at the Pinole-Hercules Water Pollution Control Plant, which is located in Pinole. Because the City owns and operates the Wastewater facility it is considered a direct Scope 1 source of emissions under the LGOP.⁷ Solid waste generation data include tonnage generated by the City's facilities across the 2021 calendar year.

The reporting and calculation of GHG emissions are consistent with the recommendations of LGOP and ICLEI. The operational inventory reports GHG emissions by their source, which includes buildings and facilities, vehicle fleet, water delivery facilities, employee commute, water consumption, fugitive wastewater emissions, and solid waste generation. The calculation of GHG emissions uses the best available data and guidance of the LGOP methodologies.

The results of GHG emission calculations are presented by emissions *scope*, relating to the degree of control the City has over emissions sources, and the specific sources that the emissions are associated with. Emissions sources are categorized as direct (Scope 1) or indirect (Scope 2 or Scope 3), in

⁷ The wastewater facility is owned and operated by the city of Pinole and serves the nearby city of Hercules in addition to Pinole. Because the municipal inventory is a subset of the community inventory there is no double counting despite the qualification of wastewater emissions as Scope 1 emissions for this municipal inventory.



accordance with the World Resources Institute and the World Business Council for Sustainable Development's Greenhouse Gas Protocol Corporate Standard, which are summarized below:

- **Scope 1:** Direct GHG emissions from sources within a local government's operations that it owns and/or controls. This includes stationary combustion to produce electricity, steam, heat, and power equipment; mobile combustion of fuels; process emissions from physical or chemical processing; fugitive emissions that result from production, processing, transmission, storage, and use of fuels; and other sources.
- **Scope 2:** Indirect GHG emissions associated with the consumption of electricity, steam, heating, or cooling that are purchased from a utility provider that also provides energy to other jurisdictions and/or is located outside City boundaries.
- **Scope 3:** All other indirect GHG emissions not covered in Scope 2, such as emissions resulting from the extraction and production of purchased materials and fuels, transport-related activities in vehicles not owned or controlled by the City (e.g., employee commuting and business travel, outsourced activities, waste disposal, etc.).

2021 Municipal GHG Inventory Results

A discussion of the emissions by source follows for the seven primary emission sources of: buildings and facilities, streetlights and traffic signals, vehicle fleet, employee commute, water consumption, wastewater emissions, and solid waste generation.

Table 2 2021 Municipal GHG Emission Inventory Results (MT CO₂e)

Sector	Scope 1	Scope 2	Scope 3	Total
Buildings and Facilities	337.0	150.9	N/A	487.9
Streetlights and Traffic Signals	N/A	2.8	N/A	2.8
Vehicle Fleet	346.6	N/A	N/A	346.6
Employee Commute	N/A	N/A	298.4	298.4
Water Consumption	N/A	N/A	1.4	1.4
Wastewater Emissions	221.1	N/A	N/A	221.1
Solid Waste Generation	N/A	N/A	356.3	356.3
Business Travel	N/A	N/A	490.5	490.5
Cumulative Emissions	904.8	153.7	1,146.6	2,205.0

Notes: All values presented are in units of metric tons of carbon dioxide equivalent (MT CO₂e); N/A = Not applicable; Values may not add due to rounding

Buildings and Other Facilities

Buildings and facilities generate Scope 1 and Scope 2 emissions that relate to the combustion of natural gas and propane (Scope 1) and the use of electricity (Scope 2) in the City's facilities.

As of 2021, the City sources its electricity from one provider, Marin Clean Energy (MCE) and purchases electricity at the Light Green level, sourcing 60% of its electricity from carbon-free sources. The City is provided natural gas by Pacific Gas and Electric (PG&E), which is used for heating and cooling buildings and facilities. Activity data was provided directly through MCE and PG&E invoices while emissions



factors were provided for MCE electricity through their website and the natural gas emissions factor was gathered from the PG&E data delivery form. The GHG emissions associated with buildings and other facilities sector sources in the Municipal GHG Emissions Inventory are provided in Table 3.

Table 3 Buildings and Other Facilities Sector Operational GHG Emissions

GHG Emission Source	Activity Data	Emissions Factor	Emissions (MT CO ₂ e)	Emission Source Scope
Natural Gas Consumption	63,467 Therms	0.0053105	337	Scope 1
Electricity Consumption	4,319,353 kWh	0.0000349	150.9	Scope 2
Cumulative Sector Emissions			487.9	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Values may not add due to rounding

Vehicle Fleet

Vehicle fleet emissions include Scope 1 sources that relate to the combustion of fossil fuels in the City's fleet vehicles, equipment rentals, and personal use of vehicles for work. Fleet vehicles include light and medium-duty vehicles, trucks, and off-road equipment. This sector also includes emissions from the use of personal vehicles for work. The employee commute sector accounts for emissions generated by City employees' trips to and from work and is treated as separate from the use of personal vehicles for work trips and is discussed further below. The City tracks data for vehicle fleet including diesel and gasoline use for 2021 in gallons. Using 2021 United States Environmental Protection Agency (USEPA) emissions factors, the total emissions were calculated for each fuel type. The GHG emissions associated with vehicle fleet sector sources in the Municipal GHG Emissions Inventory are provided in Table 4.

Table 4 Vehicle Fleet Sector Operational GHG Emissions

GHG Emission Source	Activity Data (Gallons)	Emissions Factor	Emissions (MT CO ₂ e)	Emission Source Scope
Diesel	10,789	0.01024268	110.5	Scope 1
Gasoline	26,795	0.00881184	236.1	Scope 1
Cumulative Sector Emissions			346.6	Scope 1

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Values may not add due to rounding

Employee Commute

Emissions from employee commute include Scope 3 GHG emissions sources that relate to the combustion of fossil fuels generated by the City of Pinole's employees' vehicles. The employee commute activity data was gathered through an employee survey while the emissions factors used were pulled by vehicle type from CARB's EMFAC 2021 analysis.⁸ The employee commute sector accounts for emissions generated by City employees' trips to and from work and is treated as separate from the use of personal vehicles for work trips described above under vehicle fleet sector emissions. The GHG emissions associated with the employee commute sector are found in Table 5.

⁸ EMFAC is used to calculate offroad and on road emissions and also provides data to calculate emissions factors by fuel type and vehicle class. <https://arb.ca.gov/emfac/>. Accessed March 14, 2021.



Table 5 Employee Commute GHG Emissions

GHG Emission Source	Activity Data (VMT)	Emissions Factor	Emissions (MT CO ₂ e)	Emission Source Scope
Employee Commute	10,789	0.01024268	298.4	Scope 3
Cumulative Sector Emissions			298.4	Scope 3

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Values may not add due to rounding

Water Consumption

Water consumption generates Scope 3 emissions from the electricity used to deliver water to the City facilities, as well as the energy used to treat and convey the water prior to delivery. The City owns and operates several buildings and facilities receiving water service from East Bay Municipal Utilities District (EBMUD) exclusively. The water consumption metered data was collected from monthly invoices and used to calculate emissions by pulling emissions factors from EPA eGRID, IPCC Fifth Assessment Report, and PG&E data delivery forms. The 2021 municipal water consumption and GHG emissions are provided in Table 6.

Table 6 Water Consumption GHG Emissions

Activity Data (AF)	Energy Intensity (kWh/AF)	Electricity (kWh)	Electricity Emission Factor (MT CO ₂ e/kWh)	GHG Emissions (MT CO ₂ e)
38.55	379.6	14,636.9	0.000094	1.38

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Values may not add due to rounding

Wastewater Emissions

The wastewater treatment plant activity produces emissions through every stage of the process and falls under Scope 1 as it is a City owned and operated facility. Data was provided by the Pinole-Hercules Water Pollution Control Plant in the form of effluent nitrogen and anaerobic digester gas. Emissions factors used with the provided data to calculate emissions were pulled from the ICLEI community protocols for wastewater emissions calculations. The total stationary, process, and fugitive wastewater emissions generated by the City can be found in Table 7.⁹

⁹ See ICLEI Community Protocol Methods WW.1.a, WW.2.a, WW.12, and WW.13 for all default inputs including emissions factors used to calculate wastewater emissions.



Table 7 2021 Wastewater GHG Emissions

Sector	Community Protocol Method	Activity Data Input	Activity Data	GHG Emissions (MT CO ₂ e)
Digester Gas CH ₄	WW.1.a, WW.13	Digester gas (cubic feet/day)	55,323.29	1.1
Digester Gas N ₂ O	WW.2.a, WW.13			2.1
Denitrification Process N ₂ O	WW.7, WW.13	Population served	44,895	83.3
Effluent Discharge Fugitive N ₂ O	WW.12, WW.13	Nitrogen load (kilograms of nitrogen per day)	354.57	134.6
Cumulative Sector Emissions				221.1

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Values may not add due to rounding

Solid Waste

GHG emissions from solid waste include Scope 3 emissions from waste generated by municipal facilities. These GHG emissions occur in the form of methane as disposed waste decays in landfills over time. The GHG emissions captured here account methane commitment for the waste generated in 2021 calculated with activity data of total tonnage and ICLEI community protocol method SW.4 and SW.5.¹⁰ The 2021 total tons of solid waste disposed of from the City of Pinole's Municipal operations and the associated emissions can be found in Table 8.

Table 8 2021 Waste GHG Emissions

Sector	Community Protocol Method	Activity Data Input	Activity Data (wet short ton)	GHG Emissions (MT CO ₂ e) ¹¹
Landfill Methane Emissions	SW.4	Municipal-generated waste	915.98	346.3
Landfill Process Emissions	SW.5	Municipal-generated waste	915.98	10.1
Cumulative Sector Emissions				356.3

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Values may not add due to rounding

Business Travel

Business travel results in Scope 3 emissions from passenger and airplane associated business travel. The business travel sources account for emissions generated by City employees' travel that is related to work. Activity data was provided by the City and emissions factors used in calculations were pulled from

¹⁰ Because emissions from solid waste are attributed to municipal solid waste produced by municipal facilities (Scope 3 emissions as a subset of community waste emissions), ICLEI Community Protocol Methods SW.4 and SW.5 were deemed most appropriate to use in this case.

¹¹ See ICLEI Community Protocol Methods SW.4, and SW.5 for all default inputs including emissions factors used to calculate solid waste emissions.



CARB's 2021 EMFAC analysis and the BlueSkyModel.¹² The GHG emissions associated with business travel sector sources are found below in Table 9.

Table 9 2021 Business Travel GHG Emissions Calculations

GHG Emission Source	Activity Data (Mileage)	Emissions Factor	Emissions (MT CO ₂ e)	Emission Source Scope
Passenger Car	3,865	0.000305274	1.2	Scope 3
Airplane	20,238	0.024176721	489.3	Scope 3
Cumulative Sector Emissions			490.5	Scope 3

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Values may not add due to rounding

Conclusion

Given the progress of the City of Pinole's baseline assessment, Rincon believes the City is well-positioned to advance towards the development of a Climate Action Plan (CAP), establishing a GHG emissions forecast and reduction plan to achieve net carbon neutrality by 2045 in accordance with state legislated targets. The data within this GHG Municipal inventory is a subsector of the community inventory that can be used to develop specific measures for the city of Pinole in a CAP. With a CAP, the City will be able to chart a transparent pathway towards GHG reduction in line with the state goals. GHG reduction strategies can be identified through a comprehensive assessment of existing local and regional policies, programs, and actions and by assessing any gaps and identifying additional opportunities. Please feel free to contact us if you have any questions, comments, or concerns regarding the material provided, such as the excel workbook titled "Pinole Municipal Inventory" and provided via email with this submittal.

Sincerely,
Rincon Consultants, Inc.

Hannah Mize
Sustainability Planner

Erik Feldman, MS, LEED-AP
Principal

¹² The BlueSkyModel was used to determine the emissions factor of airplane business travel.
[https://blueskymodel.org/air-mile#:~:text=On%20average%2C%20a%20plane%20produces,\(CO2\)%20per%20mile.](https://blueskymodel.org/air-mile#:~:text=On%20average%2C%20a%20plane%20produces,(CO2)%20per%20mile.)
Accessed March 14, 2022.



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Updated: January 19, 2024

Project No: 21-11885

Lilly Whalen
Community Development Director
City of Pinole
2131 Pear Street
Pinole, California 94564

**Subject: City of Pinole Greenhouse Gas Emissions Forecasts and Provisional Target
Memorandum**

Dear Ms. Whalen,

Rincon Consultants, Inc. (Rincon) has calculated the greenhouse gas (GHG) emissions forecast and provisional GHG reduction targets based on the 2017 GHG emission inventory completed for the City of Pinole by East Bay Energy Watch (EBEW) and updated by Rincon as described in the City of Pinole 2017 Community Greenhouse Gas Emissions Inventory Review and Reconciliation Memorandum (updated January 3, 2024). The 2017 GHG emissions inventory identifies the major sources and quantities of GHG emissions produced by communitywide activities within Pinole's boundaries. The inventory was developed to provide the City with the data necessary to establish an emissions baseline, track emissions trends, identify the greatest sources of GHG emissions within their jurisdiction, and set targets for future reductions.

The GHG emissions forecast provides an estimate of how the City's GHG emissions are expected to change in the years 2025, 2030 (Senate Bill [SB] 32 horizon year), 2035, 2040, and 2045 (Assembly Bill [AB] 1279 horizon year) as a result of economic and population growth, as well as the impacts that state climate related legislation will have on these future GHG emissions. Additionally, this memorandum includes GHG emission reduction targets based on the State's goals and provides a pathway to determine the quantity of GHG emissions that Pinole needs to reduce to contribute their fair share reduction towards achieving California's long-term GHG emission reduction goals.¹ Below, please find a brief regulatory background detailing California's GHG reduction goals and strategies followed by a summary of the methodology for calculating the forecasts and the provisional GHG reduction targets.

Regulatory Background

California considers GHG emissions and the impacts of climate change to be a serious threat to public health, the environment, economic well-being, and natural resources of the State, and has taken an aggressive stance to mitigate the impact on climate change at the state-level through the adoption of legislation and policies, the most relevant of which are summarized below.

¹ California's long-term GHG emissions reduction goals were established by AB 32, SB 32, and AB 1279. Collectively, these legislative actions provide a GHG reduction trajectory for the State of reducing statewide GHG emissions to 40 percent below 1990 GHG emissions levels 2030, and carbon neutrality by 2045.

- **Executive Order S-3-05**, signed by the Governor in 2005, establishes statewide GHG emission reduction targets to achieve long-term climate stabilization as follows: by 2020, reduce GHG emissions to 1990 levels and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The 2050 target was accelerated by the 2045 carbon neutral target in Executive Order (EO) B-55-18 and AB 1279, as discussed below.²
- **Assembly Bill 32**, known as the *Global Warming Solutions Act of 2006*, requires that California’s GHG emissions be reduced to 1990 levels by the year 2020 (approximately a 15 percent reduction from 2005 to 2008 levels). The AB 32 Climate Change Scoping Plan, 2008, identifies mandatory and voluntary measures to achieve the statewide 2020 emissions goal, and encourages local governments to reduce municipal and community GHG emissions proportionate with state goals.³ AB 32 is discussed in order to provide context, however, because 2020 has passed, emissions were not forecast, and no targets were identified for this year.
- **Senate Bill 32**, signed by the Governor in 2016, requires a statewide GHG reduction of 40 percent below 1990 levels by 2030. The California Air Resources Board (CARB) formally adopted an updated Climate Change Scoping Plan in December 2017, laying the roadmap to achieve the 2030 goal and giving guidance to achieve substantial progress toward the 2050 state goal.
- **Executive Order B-55-18**, signed by the Governor in 2018, expanded upon EO S-3-05 by creating a statewide GHG goal of carbon neutrality by 2045. EO B-55-18 supersedes the targets set by EO S-3-05 for state agencies. Additionally, EO B-55-18 identifies the CARB as the lead agency to develop a framework for implementation and progress tracking toward this goal.
- **Assembly Bill 1279**, known as the California Climate Crisis Act, signed by the governor in 2022, codifies the GHG emissions reduction goals of achieving carbon neutrality by 2045 and expands upon this goal to define carbon neutrality as reducing direct emissions 85 percent below 1990 levels and removing or sequestering the remaining emissions. The 2022 Scoping Plan Update (November 2022) provides the pathway for reaching the State’s AB 1279 goal.

GHG Emissions Forecasts

Pinole’s 2017 inventory establishes a baseline reference point. However, annual GHG emissions change over time and GHG emissions forecasts provide a way to estimate future emission levels based on both the continuation of current activities and external factors such as population and job growth. Forecasts also account for state legislative actions that are anticipated to reduce GHG emissions. Calculating the difference between the forecasted GHG emissions and the reduction target determines the gap to be closed through local policies. This section includes an estimate of the future emissions for the City of Pinole in the years 2025, 2030, 2035, 2040, and 2045 in a *business-as-usual scenario* (BAU) forecast and an *adjusted scenario* (adjusted) forecast, which are defined as follows:

- **Business-as-usual scenario**- Provides a forecast of how future GHG emissions would change if current activities continued as they did in 2017 and growth trends were to occur absent of any

² Executive Orders are binding only unto state agencies. Accordingly, Executive Order S-03-05 will guide state agencies’ efforts to control and regulate GHG emissions but will have no direct binding effect on local government or private actions.

³ Specifically, the AB 32 Scoping Plan states that CARB, “encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State’s commitment to reduce GHG emissions by approximately 15 percent from current levels by 2020” (p. 27). “Current” as it pertains to the AB 32 Scoping Plan is commonly understood as between 2005 and 2008.



policies or legislation that would reduce local emissions. The BAU forecast is based on growth trends projected in population, housing, employment, and transportation activity over time, consistent with regional projections.

- *Adjusted scenario*- Provides a forecast of how currently adopted legislation would reduce GHG emissions from the *business-as-usual scenario*. The *adjusted scenario* represents the State's contribution to reducing local GHG emissions to meet state goals without any additional contribution from local policies or actions.

Business-as-usual Forecast

The BAU forecast provides an estimate of how GHG emissions would change in the forecast years if existing action continued as in 2017, absent any new regulations or actions which would reduce local GHG emissions. Future GHG emissions were calculated using projected city-specific demographic and vehicle activity data as well as emission factors utilized in the 2017 community GHG emissions inventory. On-road transportation and off-road equipment GHG emissions were separately projected using modeled activity data for the forecast years.⁴ A description of the demographic metrics used to project activity data and associated growth factors for each forecasted GHG emission source are provided in Table 1 for each for the GHG emission sources in the 2017 community GHG emissions inventory.

⁴ California Air Resources Board (CARB). Modeling Tools On-road and Off-road. 2022. <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools>. Accessed April 1, 2022



Table 1 GHG Emission Sources and Growth Factors for BAU Scenario Forecast

GHG Emissions Source	Demographic Projection Metric	Growth Factor	Value
Energy			
Residential Electricity	Households	Electricity Consumption (kWh) per Household	5,393.53
Non-residential Electricity	Employment	Electricity Consumption (kWh) per Employment	4,078.14
Direct Access Electricity	Employment	Electricity Consumption (kWh) per Employment	1,329.07
Residential Natural Gas	Households	Natural Gas Consumption (therms) per Household	402.45
Non-residential Natural Gas	Employment	Natural Gas Consumption (therms) per Employment	101.65
Transmission and Distribution Losses (T&D Losses)	N/A	T&D Losses Factor (1.28%) applied to total Electricity Consumption	N/A
Transportation			
On-Road Transportation	N/A	Annual Vehicle Miles Traveled as obtained from EMFAC2021 and MTC	N/A
Off-Road Equipment	N/A	MT CO ₂ e as obtained from CARB's OFFROAD2021 off-road transportation emissions model	N/A
BART	SP	Public Rail Vehicle Miles Traveled (VMT) per Service Population	88.86
Water			
Conveyance, Treatment, Distribution	SP	Water Supply Electricity Consumption (kWh) per Service Person	23.49
Wastewater Process and Fugitive Emissions	SP	Wastewater Process and Fugitive Emissions (MT CO ₂ e) per Service Person	0.00373
Solid Waste			
Solid Waste Disposal	SP	Solid Waste Disposed (tons) per Service Person	0.119
Notes: MT CO ₂ e = Metric tons of carbon dioxide equivalent; kWh = kilowatt-hour; VMT = vehicle miles traveled; N/A = Not Applicable; SP = Service Population – the combined total number of employees and residents in the City			

The BAU forecast relies on demographics projections from the Association of Bay Area Governments estimates of population, employment, and households using Plan Bay Area 2040 and Plan Bay Area 2050 projections.⁵ On-road transportation VMT projections utilize data obtained from the EMFAC2021 model and Metropolitan Transportation Commission (MTC) Transportation Demand Model, using the same methodology as for the 2017 inventory and explained in detail in the 2017 Community Greenhouse Gas Emissions Inventory Review and Reconciliation Memo (February 25, 2022). Off-road transportation fuel consumption was projected using CARB's OFFROAD2021 model. A summary of the demographics and projection metrics for each forecast year in the BAU forecast are provided in

⁵ Plan Bay Area 2050 accounts for Regional Housing Needs Allocation (RHNA) from the 2023-2031 Housing Element cycle. However, it only provides demographic projections by superdistrict. Plan Bay Area 2040 does not account for RHNA from the most recent cycle but does provide demographic data on a city-level. For these reasons, initial Pinole-specific estimates from Plan Bay Area 2040 were used and growth factors for Pinole's superdistrict and the region were applied from Plan Bay Area 2050 to project the initial demographic estimates through the year 2050. Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). 2017. Plan Bay Area Projections 2040. <http://projections.planbayarea.org/data>. Accessed March 22, 2022.

Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). 2021. Plan Bay Area Projections 2050. <https://www.planbayarea.org/finalplan2050>. Accessed January 17, 2024.



Table 2.

Table 2 BAU Forecast Demographic and Projection Metrics by Forecast Year

Demographics/ Sector	Data Source	2025	2030	2035	2040	2045
Population ¹	Plan Bay Area 2040 and Plan Bay Area 2050	21,718	23,110	24,592	26,168	27,845
Employment ²	Plan Bay Area 2040 and Plan Bay Area 2050	8,963	9,645	10,379	11,168	12,018
Households ²	Plan Bay Area 2040 and Plan Bay Area 2050	7,431	7,783	8,151	8,536	8,940
Service Population ³	Calculated	30,681	32,755	34,970	37,336	39,864
Passenger VMT ⁴	MTC and EMFAC2021	53,068,488	56,269,980	56,974,378	57,678,777	58,383,176
Commercial VMT ⁵	MTC and EMFAC2021	9,378,483	9,774,662	10,325,871	10,856,256	11,382,970
Off-road Diesel (gallons) ⁶	EMFAC 2021	472,841	547,673	605,283	666,526	732,098
Off-road Gasoline (gallons) ⁶	EMFAC 2021	256,674	275,967	293,882	312,115	328,790
Off-road Natural Gas (gallons) ⁶	EMFAC 2021	45,294	50,123	55,327	61,212	63,296

1 Population estimates were calculated by applying Bay Area region growth factors from Play Bay Area 2050 to Pinole's 2015 estimates from Play Bay Area 2040 (i.e., 2.83 people/household in 2015). Growth factors were calculated to represent the compound annual growth rate (i.e., -0.32% annual growth in people/household) from the modeled change in people per household in the Bay Area region between the years 2015 and 2050.

2 Employment and household estimates were calculated by applying West Contra Costa County growth factors from Play Bay Area 2050 to Pinole's 2015 estimates from Play Bay Area 2040 (i.e., 7,740 jobs in 2015 and 6,775 households in 2015). Growth factors were calculated to represent the compound annual growth rate (i.e., 1.48% annual growth in employment and 0.93% annual growth in households) from the modeled change in employment and households in West Contra Costa County between the years 2015 and 2050.

3 Service population is the sum of the estimated population and employees in the City of Pinole.

4 Passenger VMT was calculated based on results from the MTC Transportation Demand Model and augmented to include motorcycle VMT using data from EMFAC2021.

5 Commercial VMT was calculated using percent increase metrics in commercial VMT for Contra Costa County from EMFAC2021, which were applied to the commercial VMT total for 2017 from the 2017 community inventory, originally obtained from MTC. Commercial VMT was augmented to include motorhome and bus VMT using data from EMFAC2021. While VMT from buses was segmented and GHG emissions were calculated separately, the commercial VMT data shown here includes bus VMT.

6 Offroad fuel usage is calculated by applying the attribution metrics calculated from the demographics to the OFFROAD2021 model outputs for the forecast years to attribute the county-level outputs to Pinole.

The BAU forecast was calculated using the growth factors in Table 1, the demographic and projection metrics in

Table 2, and the 2017 community inventory emission factors. In the BAU forecast, GHG emissions are expected to increase through 2045. A summary of the BAU forecast results by GHG emission sector is provided in Table 3.



Table 3 BAU Forecast Results Summary by Emission Sector

GHG Emissions Sector	2025	2030	2035	2040	2045
Energy	36,252	38,331	40,537	42,877	45,359
Transportation	39,401	42,076	43,841	45,625	47,413
Waste	3,664	3,912	4,176	4,459	4,761
Water	69	74	79	85	90
Wastewater	114	122	130	139	148
Total	79,501	84,515	88,764	93,183	97,772

Adjusted Forecast

Several federal and state regulations have been enacted that would reduce Pinole’s GHG emissions in 2025, 2030, 2035, 2040, and 2045. The impact of these regulations was quantified and incorporated into the adjusted forecast to project future emissions growth and the responsibility of the City and community once established state regulations have been implemented. The state legislation included in the adjusted forecast results in GHG emission reductions related to transportation, building efficiency and renewable electricity. A brief description of each regulation and the methodology used to calculate associated reductions is provided in the following, as well as a description of why specific legislation was excluded from the analysis.

The adjusted forecast additionally includes GHG emissions reductions from the City’s switch from Pacific Gas and Electric (PG&E)-provided electricity to Marin Clean Energy (MCE)-provided electricity in 2018. MCE is a community choice aggregation (CCA) in Contra Costa County, which provides lower-emissions electricity options to Pinole. The GHG emissions reductions from this local action were included in the adjusted forecast because the action has already occurred and the GHG emissions reductions for the forecast are significant. GHG emissions reductions from MCE-provided electricity are detailed separately from state-driven legislative reductions in the following section for increased transparency. Detailed calculations for the adjusted forecast are included in Attachment A titled “Adjusted (State Legislation + MCE”).

Transportation Legislation

Major regulations incorporated into CARB’s 2021 transportation model (EMFAC2021) include Advanced Clean Car Standards (LEV III, ZEV program, etc.), Senate Bill 1, and Phase 2 Federal GHG Standards. Additional reductions were calculated for the Innovative Clean Transit (ICT) regulations from CARB. Signed into law in 2002, AB 1493 (Pavley Standards) required vehicle manufacturers to reduce GHG emissions from new passenger vehicles and light trucks from 2009 through 2016. Regulations were adopted by CARB in 2004 and took effect in 2009 when the United States Environmental Protection Agency (USEPA) issued a waiver confirming California’s right to implement the bill. The CARB anticipates that the Pavley I standard will reduce GHG emissions from new California passenger vehicles by about 30 percent in 2016, while simultaneously improving fuel efficiency and reducing motorists’ costs.⁶

⁶ CARB. Clean Car Standards – Pavley, Assembly Bill 1493. May 2013. <http://www.arb.ca.gov/cc/ccms/ccms.htm>

Prior to 2012, mobile emissions regulations were implemented on a case-by-case basis for GHG and criteria pollutant emissions separately. In January 2012, CARB approved a new emissions-control program combining the control of smog, soot-causing pollutants, and GHG emissions into a single coordinated package of requirements for passenger cars and light trucks for model years 2017 through 2025. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles, Zero Emissions Vehicles, and Clean Fuels Outlet programs into a single coordinated package of requirements for model years 2017 to 2025. The new standards are anticipated to reduce GHG emissions by 34 percent in 2025.⁷

Public transit GHG emissions will also be reduced in the future through the ICT regulation, which was adopted in December 2018. It requires all public transit agencies to gradually transition to a 100-percent zero-emission bus fleet by 2040. Under ICT, large transit agencies are expected to adopt Zero-Emission Bus Rollout Plans to establish a roadmap towards zero emission public transit buses.⁸

Reductions in GHG emissions from the above referenced standards were calculated using CARB's EMFAC2021 model for Contra Costa County with additional reductions for ICT regulations modeled by Rincon. The EMFAC2021 model integrates the estimated reductions into the mobile source emissions portion of the model.⁹ The degree to which GHG emissions from on-road transportation will be reduced can be quantified as the difference between transportation emissions calculated using the 2017 provided emission factors and calculated using the reduced emission factors for the target years.

Advanced Clean Cars II was approved by CARB in August 2022 and expands the Advanced Clean Car Standards' roadmap so that by 2035 all new cars and passenger trucks will be zero-emission vehicles (ZEV). This regulation effectively binds the State to EO N-79-20, which was passed by the governor in 2020 and requires all new cars and passenger trucks sold in California be ZEV by 2035. While this legislation will lead to an expedited timeline for ZEV adoption in California, modeling data is not yet available, and emissions reductions attributable to the Advanced Clean Cars II program were therefore excluded from the GHG forecast.

Title 24

The California Code of Regulations Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption, which in turn reduces fossil fuel consumption and associated GHG emissions. The standards are updated triennially to allow consideration and possible incorporation of new energy-efficient technologies and methods. Since the 2017 inventory year, the 2019 Title 24 Energy Efficiency Standards have come into effect, creating significantly more efficient new building stock. Starting in 2020, new residential developments must include on-site solar generation and near-zero net energy use. For projects implemented after January 1, 2020, the California Energy Commission

⁷ CARB. Facts About the Advanced Clean Cars Program. December 2011.
http://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf

⁸ Innovative Clean Transit. Approved August 13, 2019. https://ww2.arb.ca.gov/sites/default/files/2019-10/ictfro-Clean-Final_0.pdf?utm_medium=email&utm_source=govdelivery

⁹ Additional details are provided in CARB's EMFAC2017 Technical Documentation, July 2018. (<https://www.arb.ca.gov/msei/downloads/emfac2017-volume-iii-technical-documentation.pdf>). Note that the Low Carbon Fuel Standard (LCFS) regulation is excluded from EMFAC2017 because most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO₂ emissions from EMFAC's tailpipe emission estimates.



(CEC) estimates that the 2019 standards will reduce electricity consumption by 53 percent for residential buildings and 30 percent for non-residential buildings, relative to the 2016 standards. The CEC further estimates electricity efficiency increases of seven percent for residential end uses. No efficiency increases were estimated for commercial natural gas end uses, based on lack of requirements in this sector in the 2019 standards. These percentage savings relate to heating, cooling, lighting, and water heating only and do not include other appliances, outdoor lighting that is not attached to buildings, plug loads, or other energy uses.

The 2022 standards have also been released since the 2017 inventory, but no guidance has been provided by the State on the energy reductions expected from these new standards. The 2022 standards were conservatively excluded from the GHG forecast.

The calculations and GHG emissions forecast assume that all growth in the residential and non-residential sectors is from new construction. The SB 32 Scoping Plan calls for the continuation of ongoing triennial updates to Title 24 that will yield regular increases in the mandatory energy and water savings for new construction, including the recent adoption of the 2022 standards. These recent and future updates to Title 24 standards for residential and non-residential alterations past 2025 are not taken into consideration due to lack of data and certainty about the magnitude of energy savings that will be realized with each subsequent update.

Renewables Portfolio Standard, SB 100, & SB 1020

Established in 2002 under Senate Bill 1078, enhanced in 2015 by Senate Bill 350, and accelerated for the first time in 2018 under Senate Bill 100, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026 and 60 percent of total procurement by 2030. The RPS program further requires these entities to increase procurement from GHG-free sources to 100 percent of total procurement by 2045.

California's RPS was further accelerated in 2022 by SB 1020 which established additional requirements that procurement from eligible renewable energy resources increase to 90 percent of total procurement by 2035 and 95 percent of total procurement by 2040. The requirements of SB 1020 do not affect those previously set forth and are to be considered additional to the existing RPS requirements.

PG&E and MCE currently provide electricity in Pinole and are subject to RPS requirements.¹⁰ The RPS program and SB 1020 were incorporated into the GHG forecast by adjusting the electricity emissions factors for future years. As shown in Table 4, the RPS and SB 100 requirements to reduce overall carbon intensity would reduce Pinole's emissions.

¹⁰ MCE provides two electricity options in Pinole: Light Green and Deep Green portfolios. The Light Green portfolio contains 60 percent renewables while the Deep Green portfolio contains 100 percent renewables.



Table 4 Pinole Forecasted RPS and Electricity Emission Factors

Metric	2025	2030	2035	2040	2045
PG&E Renewables Mix	47.3%	60%	90%	95%	100%
PG&E Emission Factor (lbs CO ₂ e/MWh)	179.17	135.95	33.99	16.99	0
MCE Light Green Renewables Mix	65%	85%	90%	95%	100%
MCE Light Green Emission Factor (lbs CO ₂ e/MWh)	67.38	28.88	19.25	9.63	0
MCE Deep Green Renewables Mix	100%	100%	100%	100%	100%
MCE Deep Green Emission Factor (lbs CO ₂ e/MWh)	0	0	0	0	0

Notes: lbs CO₂e = pounds of carbon dioxide equivalent; MWh = megawatt-hour

MCE. Operational Integrated Resource Plan 2021-2030. 2020. https://www.mcecleanenergy.org/wp-content/uploads/2021/11/MCE-Operational-Integrated-Resource-Plan_2022.pdf.pdf. Accessed March 23, 2022

State Legislation not Considered in Adjusted Forecast

The following discussion highlights state legislation that plays an integral role in reducing GHG emissions, however, was not included in the emissions forecast calculations.

AB 939 & AB 341

In 2011, AB 341 set the target of 75 percent recycling, composting, or source reduction of solid waste by 2020 calling for the California Department of Resources Recycling and Recovery (CalRecycle) to take a statewide approach to decreasing California's reliance on landfills. This target was an update to the former target of 50 percent waste diversion set by AB 939.

SB 1383

In 2016, SB 1383 established a methane emission reduction target for short-lived climate pollutants¹¹ (SLCP) in various sectors of the economy. Specifically, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025 (CalRecycle 2019).¹² Additionally, SB 1383 requires a 20 percent reduction in "current" edible food disposal by 2025. Although SB 1383 has been signed into law, compliance at the jurisdiction-level is unproven. For example, Santa Clara County, in their *SB 1383 Rulemaking Overview* presentation (June 20, 2018),¹³ suggest that the 75 percent reduction in organics is not likely achievable under the current structure; standardized bin colors are impractical; and the general requirement is too prescriptive. As such, SB 1383 has not been included as part of the adjusted

¹¹ Short-lived climate pollutants (SLCP) are powerful climate forcers that have relatively short atmospheric lifetimes. These pollutants include the greenhouse gases methane and hydrofluorocarbons, and anthropogenic black carbon. CARB 2019. <https://ww2.arb.ca.gov/our-work/programs/short-lived-climate-pollutants>

¹² CalRecycle. April 16, 2019. Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions (General Information). <https://www.calrecycle.ca.gov/climate/slcp>

¹³ Santa Clara County. June 20, 2018. SB 1383 Rulemaking Overview. <https://www.sccgov.org/sites/rwr/rwrc/Documents/SB%201383%20PowerPoint.pdf>



forecast. Instead, measures addressing compliance with SB 1383 will be included and quantified through GHG reduction measures included in the CAP.

SB X7-7

Senate Bill (SB) X7-7, also known as the Water Conservation Act of 2009, requires that all water suppliers increase their water use efficiency. SB X7-7 establishes an urban water use reduction target of 20 percent below 2010 per capita daily water use levels by 2020.

Legislative GHG Emission Reduction Contribution

Based on the above-described legislation and emission reduction potential for each, the City of Pinole can expect significant help from these state regulations in meeting state GHG emission reduction goals. These GHG emissions reductions primarily contribute to the energy sector and transportation sectors, with some impact from California RPS on GHG emissions from water due to the energy required to treat, transport, and deliver water. Emissions reductions from legislation reductions and MCE reductions were calculated sequentially and separately to reflect the additivity of reductions. Title 24 reductions were accounted for first followed by California RPS reductions associated exclusively with PG&E electricity while MCE reductions were calculated outside of the legislation and added into the forecasted emissions separately. PG&E and MCE proportions of electricity were calculated by taking opt-out rates and applying them to total projected electricity use through 2045. The legislative emissions reductions for Title 24, California RPS, and MCE are known to be additive and were calculated to avoid double counting. A summary of the reductions from the BAU forecast that can be expected under the adjusted forecast are provided in Table 5.

Table 5 Summary of Legislative GHG Emissions Reductions

Legislation	2025	2030	2035	2040	2045
California RPS	2,281	4,578	10,231	11,799	13,478
Title 24	374	625	890	1,170	1,467
Transportation Legislation (Pavley, Innovative Clean Transit, etc.)	3,936	7,039	9,747	11,693	12,926
MCE	3,352	3,371	492	259	0
Total	9,943	15,613	21,361	24,921	27,871

Notes: All values are presented in metric tons of carbon dioxide equivalent (MT CO₂e)

Adjusted Forecast Results

In the adjusted forecast, the electricity and water sectors all experience a strong downward trend, approaching near-zero in 2045 due to stringent RPS requirements from SB 100 and SB 1020. Natural gas emissions are expected to continue an upward trajectory until 2045 due to housing and employment growth projections. This trend is partially offset due to the increasingly stringent efficiency requirements for new construction from Title 24. Transportation emissions are expected to decrease through 2045 due to existing fuel efficiency requirements, fleet turnover rates, and increasing vehicle electrification driven by the electric vehicle market. As most current regulations expire in 2025 or 2030, emissions standards will experience diminishing returns while VMT continues to increase, leading to lower rates of emissions reduction in the transportation sector. A detailed summary of the projected GHG emissions under the adjusted forecast by sector and year through 2045 can be found in Table 6.

Table 6 Adjusted Forecast Results

GHG Emissions Source	2017	2025	2030	2035	2040	2045
Residential Electricity	3,738	1,492	794	405	207	0
Non-residential Electricity	3,264	1,520	904	417	221	0
Direct Access Electricity	2,654	1,928	1,565	421	227	0
Residential Natural Gas	18,140	19,435	20,294	21,194	22,137	23,124
Non-residential Natural Gas	5,291	5,950	6,403	6,890	7,414	7,978
Energy Sector Total	33,088	30,324	29,960	29,327	30,206	31,102
On-road Passenger Vehicles	18,913	16,597	15,899	15,059	14,718	14,654
On-road Commercial Vehicles	10,868	10,773	10,024	9,033	8,313	8,025
On-road Buses	474	435	368	301	220	161
BART	228	253	270	288	308	329
Off-road Equipment	5,236	7,339	8,299	9,074	9,893	10,721
Transportation Sector Total	35,719	35,397	34,860	33,757	33,452	33,890
Waste	3,300	3,664	3,912	4,176	4,459	4,761
Water	63	59	47	13	7	0
Wastewater	103	114	122	130	139	148
Total GHG Emissions	72,273	69,558	68,902	67,403	68,262	69,901

Notes: All values are presented in metric tons of carbon dioxide equivalent (MT CO₂e)

Municipal Emissions Forecast

The municipal emissions are a subset of the community-wide emissions and therefore are included within the community-wide forecast presented above.¹⁴ The municipal emissions inventory is used as a tool to track progress in reducing GHG emissions for municipally owned facilities, and these emissions are not required to meet state goals. Therefore, the municipal emissions are not directly forecasted, and municipal emission reduction targets are not set according to state legislation.

GHG Reduction Targets

GHG reduction targets are used in climate action plans to establish measurable metrics intended to guide the community's commitment to achieve GHG emissions reductions and help gauge progress with reducing emissions over time. GHG targets are developed relative to a baseline emissions level. California has established statewide GHG reduction goals for 2030 and 2045. CARB's 2017 Scoping Plan recommends that local agencies provide their fair share GHG reduction to achieve the State's goals. Thus, local agencies are recommended to establish equivalent reduction targets at the local level by establishing community wide GHG reduction goals for climate action that will help California achieve its 2030 and 2045 goals.

¹⁴ Except for wastewater, which is processed for Pinole in the wastewater treatment plant located in Pinole that serves both Pinole and the neighboring community of Hercules. In the community inventory and forecast the wastewater sector includes GHG emissions from the wastewater treatment plant attributable to Pinole only, but in the municipal inventory includes all GHG emissions from the wastewater treatment plant.



CARB has issued several guidance documents concerning the establishment of GHG emission reduction targets for climate action plans to comply with legislated GHG emissions reductions targets and California Environmental Quality Act Guidelines (CEQA) § 15183.5(b). For example, as mentioned above, in the first California *Climate Change Scoping Plan*,¹⁵ CARB encouraged local governments to adopt evidence based GHGs reduction target for community emissions that are based on local emissions sectors and population projections that parallel the state commitment to reduce GHG emissions. In 2016, the State adopted SB 32 mandating a reduction of GHG emissions by 40 percent below 1990 levels by 2030 and AB 1279 establishes a state goal of carbon neutrality by 2045. Pursuant to the Scoping Plan's recommendations, the community GHG reduction targets will be developed based on local levels of GHG emissions that would be proportional to the statewide goals, relative to 1990.

1990 Back-cast

Pinole does not have a 1990 GHG inventory from which to estimate GHG reductions, however, equivalent targets can be calculated for the community relative to the State's 2017 statewide baseline and targets.

Pinole's 1990 GHG emissions have been calculated using the states 2017 GHG emissions inventory as compared to the State's GHG emissions inventory in 1990 to calculate specific percent reduction in Pinole between 2017 and 1990. This approach assumes that the City's community GHG emissions have generally tracked with the State's GHG emissions. The calculation is developed using the published statewide emissions results from CARB, after removing emissions from sectors not included in the City's inventory (i.e., agricultural, industrial, and high GWP sectors). The 1990 back-cast for Pinole is shown in Table 7.

Table 7 1990 Back-cast

1990 Back-cast Calculations	
2017 Statewide GHG Emissions (MMT CO ₂ e)	283.30
1990 Statewide GHG Emissions (MMT CO ₂ e)	309.60
2017 to 1990 Statewide GHG Emissions Change (%)	9.28%
2017 Pinole GHG Emissions (MT CO ₂ e)	72,273
1990 Pinole GHG Emissions Back-cast (MT CO ₂ e)	78,982
1990 Pinole Population	17,000
1990 Pinole per Capita GHG Emissions Back-cast (MT CO ₂ e/person)	4.65

Provisional GHG Reduction Targets

GHG reduction targets can be set as either an efficiency target (MT CO₂e per capita) or as a community-wide mass emissions target (total MT CO₂e). With CARB's 2017 Scoping Plan Update, the State recommends using efficiency metrics for local targets to incentivize growth in a coordinated manner and

¹⁵ 2008 Climate Change Scoping Plan https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf



not penalize cities which are growing at significant rates.¹⁶ Efficiency metrics continue to be used and are recommended in the 2022 Scoping Plan.

GHG Emissions Reduction Target Setting

Target setting is an iterative process which must be informed by the reductions that can realistically be achieved through the development of feasible GHG reduction measures. As such, the targets identified herein should remain provisional until the quantification and analysis of potential GHG reduction measures has been completed. The purpose of target setting is to develop the trajectory toward achieving the State's 2030 goal and prepare for the deep decarbonization needed by 2045 in a cost-effective manner by setting an incremental path toward achieving the AB 1279 goals. CARB guidance is for jurisdictions to first strive to exceed the SB 32 targets of reducing GHG emissions 40 percent below 1990 levels, while establishing a policy framework to work towards the long-term target of carbon neutrality by 2045. Additionally, Pinole's City Council adopted a Climate Emergency Resolution in October 2021 that directed staff to develop a GHG inventory and CAP that align with State's GHG reduction targets for SB 32 and EO B-55-18 (which was codified by AB 1279). With GHG emission reduction targets in place, the reduction gap that the City will be responsible for through local action can be calculated. The City's future Climate Action and Adaptation Plan (CAAP) will assess the GHG reduction gap based on the difference between the adjusted forecast, discussed previously, and the established GHG reduction targets. Table 8 provides a summary of the GHG emission reduction targets and gap in both mass emissions and per capita emissions metrics. The per capita targets are calculated by dividing forecasted GHG emissions by the expected City population in each target year.

Table 8 GHG Emission Reduction Targets and Gap Analysis

Emissions Forecast or Pathway	2017	2025	2030	2035	2040	2045
Mass Emissions Target Pathway Scenario						
Adjusted Forecast (MT CO ₂ e)	72,273	69,558	68,902	67,403	68,262	69,901
SB 32 Mass Emissions Target Pathway (MT CO ₂ e) ¹	72,273	56,960	47,389	31,593	15,796	0
Remaining Emissions Gap (MT CO ₂ e)	0	12,598	21,512	35,810	52,466	69,901
Per Capita Emissions Target Pathway Scenario						
Population	19,663	21,718	23,110	24,592	26,168	27,845
Per Capita Adjusted Forecast (MT CO ₂ e/person)	3.68	3.20	2.98	2.74	2.61	2.51
SB 32 Per Capita Target Pathway (MT CO ₂ e/person) ²	3.68	3.13	2.79	1.86	0.93	0
Remaining Per Capita Emissions Gap (MT CO ₂ e/person)	0	0.07	0.19	0.88	1.68	2.51

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent

Emissions have been rounded to the nearest whole number and therefore sums may not match.

1. The target pathway is calculated by reducing 1990 mass emissions by 40% in 2030 and to 0 MT CO₂e in 2045. This target pathway is consistent with both SB 32 and a trajectory set forth to achieve AB 1279.

2. The target pathway is calculated by reducing 1990 per capita emissions by 40% in 2030 and to 0 in 2045. This provisional target pathway is consistent with both SB 32 and a trajectory set forth to achieve AB 1279.

¹⁶ California Air Resources Board. 2017. California's Climate Change Scoping Plan, p. 99-102.

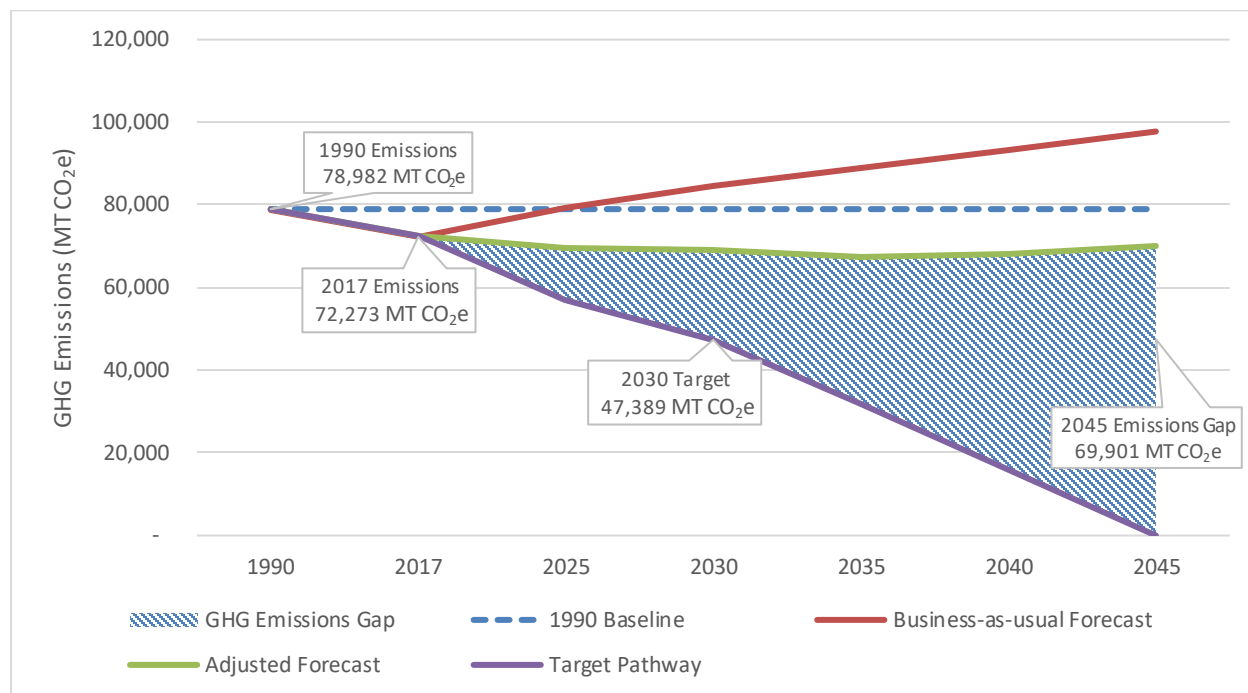


According to the Association of Environmental Professionals (AEP), the feasibility of achieving substantial reductions through local action only is questionable given limitations on local municipality authority. The AEP also states that no city or county is completely autonomous in matters of energy and transportation systems; and notes that a municipality can influence certain matters; however, many decisions about the electricity and transportation systems are under the control of the State and federal government, and/or are controlled by market determinations. Achieving the established target will require major shifts in how communities within California obtain and use energy, transport themselves and goods, and how the population lives and builds. These transformations would require implementation across all levels of the economy, not just what local jurisdictions have authority over. As such, placing the burden predominantly on local jurisdictions would thus be highly disproportional, costly, and potentially subject to litigation.¹⁷

Establishing a minimum 2030 target of **2.79 MT CO₂e per person, or 47,389 MT CO₂e per year, for 2030** (the SB 32 target year) and a long-term target of **0 MT CO₂e per person, or carbon neutrality, for 2045** will demonstrate the City's commitment to aligning with state goals. The 2030 target will maintain compliance with SB 32, as well as align with the AB 1279 emissions reduction trajectory. However, as noted at the beginning of this memorandum, the long-term reduction targets are provisional and may need to be adjusted based on the reductions that can realistically be achieved from feasible GHG reduction measures that will be identified during the climate action planning process. The intent of the City's future CAAP will be to demonstrate substantial progress toward the long-term state reduction goals. New opportunities are anticipated to emerge that could yield additional reductions beyond those identified in the City's future CAAP. Another phase of local climate action planning will be needed to continue and expand the actions in the future CAAP and to explore new strategies to meet the 2045 GHG reduction target. Figure 1 provides a visual representation of future GHG emissions, with the impacts of state legislation and the remaining gap Pinole will be responsible for the meet the mass GHG emission reduction targets.

¹⁷ AEP. Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets in California. October 2016.

Figure 1 GHG Emissions Forecast and Provisional Target Pathways (Mass Emissions)



Meeting the Targets

The 2025, 2030, 2035, 2040, and 2045 targets identified above will be achieved through a combination of existing state measures and the implementation of local measures that will be identified in the City's CAAP. Local measures will be identified through a comprehensive assessment of existing local and regional policies, programs, and actions and by assessing any gaps and identifying additional opportunities. Additional measures will be developed from best practices of other similar and neighboring jurisdictions, as well as those recommended by organizations and agencies, such as the California Air Pollution Control Officers Association, the Office of Planning and Research, CARB's 2017 Scoping Plan, and AEP.

Sincerely,

Rincon Consultants, Inc.



Erik Feldman, MS, LEED AP
Principal



Hannah Mize
Sustainability Project Manager

Attachment A Detailed GHG Emissions Forecast Calculations



Appendix B

Regulatory Background

Regulatory Summary

As the impacts of climate change are being recognized, many strategies that address climate change have emerged at all levels of government. This section provides an overview of the regulatory context at the international, state, and local levels relative to the City of Pinole's actions toward reducing greenhouse gas (GHG) emissions.

International Climate Action Guidance

United Nations Framework Convention on Climate Change (1992)

The primary international regulatory framework for GHG reduction is the United Nations Framework Convention on Climate Change Paris Agreement (UNFCCC). The UNFCCC is an international treaty adopted in 1992 with the objective of stabilizing atmospheric GHG concentrations to prevent disruptive anthropogenic climate change. The framework established non-binding limits on global GHG emissions and specified a process for negotiating future international climate-related agreements.¹

Kyoto Protocol (1997)

The Kyoto Protocol is an international treaty that was adopted in 1997 to extend and operationalize the UNFCCC. The protocol commits industrialized nations to reduce GHG emissions per country-specific targets, recognizing that they hold responsibility for existing atmospheric GHG levels. The Kyoto Protocol involves two commitment periods during which emissions reductions are to occur, the first of which took place between 2008-2012 and the second of which has not entered into force.²

The Paris Agreement (2015)

The Paris Agreement is the first-ever universal, legally binding global climate agreement that was adopted in 2015 and has been ratified by 190 countries worldwide.³ The Paris Agreement establishes a roadmap to keep the world under 2° C of warming with a goal of limiting an increase of temperature to 1.5° C. The agreement does not dictate one specific reduction target, instead relying on individual countries to set nationally determined contributions (NDCs) or reductions based on GDP and other factors. According to the International Panel on Climate Change (IPCC), limiting global warming to 1.5° C will require global emissions to be reduced through 2030 and hit carbon neutrality by mid-century.⁴

Glasgow Climate Pact (2021)

The Glasgow Climate Pact⁵ (Pact) was adopted by nearly 200 nations in 2021 and builds on the 2015 Paris Agreement. The Pact includes an agreement to revisit the emissions reduction plans to keep the 1.5° C target achievable. It is the first global climate agreement to commit to phasing down the use of

1 United Nations Framework Convention on Climate Change (UNFCCC). United Nations Framework Convention on Climate Change. https://unfccc.int/files/essential_background/background_publications_htmlpdf/application/pdf/conveng.pdf

2 UNFCCC. What is the Kyoto Protocol? https://unfccc.int/kyoto_protocol

3 UNFCCC. Paris Agreement - Status of Ratification. <https://unfccc.int/process/the-paris-agreement/status-of-ratification>

4 IPCC. Global Warming of 1.5 C. <https://www.ipcc.ch/sr15/>

5 <https://unfccc.int/documents/310475>



unabated coal. Further, the Pact includes a commitment to provide climate finance to developing countries.

California Regulations and State GHG Targets

California remains a global leader in the effort to reduce GHG emissions and combat climate change through its mitigation and adaptation strategies. With the passage of Assembly Bill (AB) 32 in 2006, California became the first state in the United States to mandate GHG emission reductions across its entire economy. To support AB 32, California has enacted legislation, regulations, and executive orders (EO) that put it on course to achieve robust emission reductions and address the impacts of a changing climate. The following is a summary of executive and legislative actions most relevant to the City of Pinole's Climate Action and Adaptation Plan (CAAP).

Senate Bill 1078 (2002)

In 2002, (Senate Bill) SB 1078 established the California Renewables Portfolio Standards (RPS) Program and was accelerated in 2006 by SB 107, requiring that 20 percent of retail electricity sales be composed of renewable energy sources by 2010. EO S-14-08 was signed in 2008 to further streamline California's renewable energy project approval process and increase the State's RPS to the most aggressive in the nation at 33 percent renewable power by 2020.

Assembly Bill 1493 (2002)

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs CARB to adopt standards that will achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles," considering environmental, social, technological, and economic factors. In September 2009, CARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and GHGs and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

Executive Order S-3-05 (2005)

EO S-3-05 was signed in 2005 establishing statewide GHG emissions reduction targets for the years 2020 and 2050. The EO calls for the reduction of GHG emissions in California to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The 2050 emission reductions target would put the State's emissions in line with the worldwide reductions needed to reach long-term climate stabilization as concluded by the IPCC 2007 *Fourth Assessment Report*.

Assembly Bill 32 (2006)

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006," which was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

Based on this guidance, CARB approved a 1990 statewide GHG baseline and 2020 emissions limit of 427 million metric tons of CO₂ equivalent (MMT CO₂e). The Scoping Plan was approved by CARB on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards,⁶ and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2014 Scoping Plan update defined CARB's climate change priorities for the next five years and set the groundwork to reach post-2020 statewide goals. The update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

Senate Bill 107 (2006)

SB 107 builds on SB 1078 and requires investor-owned utilities, energy service providers, and Community Choice Aggregations to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission and California Energy Commission are jointly responsible for implementing the program.

Executive Order S-1-07 (2007)

Also known as the Low Carbon Fuel Standard, EO S-1-07, issued in 2007, established a statewide goal that requires transportation fuel providers to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. EO S-1-07 was readopted and amended in 2015 to require a 20 percent reduction in carbon intensity by 2030, the most stringent requirement in the nation. The new requirement aligns with California's overall 2030 target of reducing climate-changing emissions 40 percent below 1990 levels by 2030, which was set by SB 32 and signed by the governor in 2016.

Senate Bill 97 (2007)

Signed in August 2007, SB 97 acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375 (2008)

SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and

6 On September 19, 2019 the National Highway Traffic Safety Agency (NHTSA) and the US Environmental Protection Agency (EPA) issued a final action entitled the One National Program on Federal Preemption of State Fuel Economy Standards Rule. This action finalizes Part I of the Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule. This rule states that federal law preempts State and local tailpipe greenhouse gas (GHG) emissions standards as well as zero emission vehicle (ZEV) mandates. The SAFE Rule withdraws the Clean Air Act waiver it granted to California in January 2013 as it relates to California's GHG and zero emission vehicle programs.



2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPOs) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the MPO's Regional Transportation Plan (RTP).

Executive Order S-14-08 (2008)

EO S-14-08 was issued in 2008 and sets a statewide target of 33 percent renewable energy use by 2020.

California Green Building Code (2009)

The California Green Building Standards Code (CALGreen) is Part 11 of the California Building Standards Code or Title 24 and is the first statewide "green" building code in the nation. The purpose of CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings. Enhancements include reduced negative impact designs, positive environmental impact designs, and encouragement of sustainable construction practices. The first CALGreen Code was adopted in 2009 and has been updated in 2013, 2016, and 2019. The CALGreen Code will have subsequent, and continually more stringent, updates every three years.

Senate Bill X7-7 (2009)

In 2009, SB X7-7, also known as the Water Conservation Act, was signed, requiring all water suppliers to increase water use efficiency. This legislation sets an overall goal of reducing per capita urban water use by 20 percent by 2020.

Senate Bill 2X (2011)

SB 2X was signed in 2011, requiring California energy providers to buy (or generate) 33 percent of their electricity from renewable energy sources by 2020.

Assembly Bill 341 (2012)

AB 341 directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. As of July 2012, businesses were required to recycle, and jurisdictions had to implement a program that includes education, outreach, and monitoring. AB 341 also set a statewide goal of 75 percent waste diversion by the year 2020.

Assembly Bill 32 Scoping Plan Update (2014)

In 2014, CARB approved the first update to the Scoping Plan. This update defines CARB's climate change priorities and sets the groundwork to reach the post-2020 targets set forth in EO S-3-05. The update highlights California's progress toward meeting the near-term 2020 GHG emissions reduction target, defined in the original Scoping Plan. It also evaluates how to align California's longer-term GHG reduction strategies with other statewide policy priorities, such as water, waste, natural resources, clean energy, transportation, and land use.

Assembly Bill 1826 (2014)

AB 1826 was signed in 2014 to increase the recycling of organic material. GHG emissions produced by the decomposition of these materials in landfills were identified as a significant source of emissions contributing to climate change. Therefore, reducing organic waste and increasing composting and

mulching are goals set out by the AB 32 Scoping Plan. AB 1826 specifically requires jurisdictions to establish organic waste recycling programs by 2016, and phases in mandatory commercial organic waste recycling over time.

Senate Bill 350 (2015)

SB 350, the Clean Energy and Pollution Reduction Act of 2015, has two objectives: to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by 2030 and to double the energy efficiency of electricity and natural gas end users through energy efficiency and conservation.

Executive Order B-30-15 (2015)

In 2015, EO B-30-15 was signed, establishing an interim GHG emissions reduction target to reduce emissions to 40 percent below 1990 levels by 2030. The EO also calls for another update to the CARB Scoping Plan.

Senate Bill 32 (2016)

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). The bill charges CARB to adopt the regulation so that the maximum technologically feasible emissions reductions are achieved in the most cost-effective way.

Senate Bill 1383 (2016)

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires CalRecycle, in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. The bill further requires 20 percent of edible food disposed of at the time to be recovered by 2025.

Scoping Plan Update (2017)

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 goal set by SB 32. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383 .

The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2014 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) CO₂e by 2030 and two MT CO₂e by



2050. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the State (CARB 2017).

Senate Bill 100 (2018)

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's RSP Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18 (2018)

On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

Executive Order N-79-20 (2020)

In September 2020, EO N-79-20 requires that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles. EO N-79-20 also requires that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks and notes that the State shall transition to 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible.

Executive Order N-79-20 (2020)

On September 23, 2020, the governor issued EO N-79-20, which sets new statewide goals for phasing out gasoline-powered cars and trucks in California, which is applicable to state agencies. The EO requires 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035; 100 of in-state sales of medium- and heavy-duty trucks and busses to be zero-emission by 2045, where feasible; and 100 percent of off-road vehicles and equipment sales to be zero-emission by 2035, where feasible.

Senate Bill 27 (2021)

Adopted on September 23, 2021, SB 27 requires the state Natural Resources Agency to establish carbon sequestration goals for natural and working lands by July 2023. SB 27 also requires the Natural Resources Agency to create a registry of projects for public and private investment and track the carbon benefits of each project. The projects that would be part of this program may not generate compliance offsets under California's Cap-and-Trade program. Additionally, as part of the next Scoping Plan Update, CARB is required to establish specific CO₂ removal targets starting in 2030.

Senate Bill 379 (2022)

Adopted September 16, 2022, SB 379 requires cities and counties to implement an online, automated permitting platform to verify solar installation code compliance and issue permits in real time for residential solar energy systems no larger than 38.4 kilowatt hours.



Senate Bill 1020 (2022)

Adopted September 16, 2022, SB 1020 expedites the previous goals established by SB 100, by establishing a clean electricity goal for end-use customers of 90 percent by 2035, and 95 percent by 2040. Additionally, SB 1020 requires 100 percent of all electricity procured to serve all state agencies to be clean energy by December 31, 2035.

Senate Bill 1063 (2022)

Adopted September 16, 2022, SB 1063 creates appliance efficiency standards set by the State Energy Resources Conservation and Development Commission, which may now take effect sooner than one year after their adoption/revision. SB 1063 builds on Title 20 efficiency standards enforced through the California Energy Commission and first adopted in 1977.

Assembly Bill 1909 (2022)

Adopted September 16, 2022, AB 1909 removes prohibition of operating motorized electric bicycles or Class 3 bikes on bicycle paths or trails, bikeways, or bicycle lanes. However, the bill also includes an exemption for the Department of Parks and Recreation, which may prohibit these classes of bicycles on any bicycle path or trail within the department's jurisdiction, where appropriate.

Assembly Bill 1857 (2022)

Adopted September 16, 2022, AB 1857 amends various sections of the California Integrated Waste Management Act of 1989, which required jurisdictions to divert 50 percent of solid waste through source reduction, recycling, and composting activities, with no more than 10 percent through transformation. AB 1857 repeals the provision that jurisdictions may divert 10 percent through transformation (e.g., incineration). Additionally, AB 1857 requires the Department of Resources Recycling and Recovery to establish the Zero-Waste Equity Grant Program to support targeted strategies and investments in communities transitioning to zero-waste circular economies.

Assembly Bill 1985 (2022)

Adopted September 16, 2022, AB 1985 establishes penalties for jurisdictions that do not meet SB 1383 requirements. The penalty will be based on the percentage of the target the jurisdiction was able to achieve.

Assembly Bill 1279 (2022)

In September 2022, AB 1279 (e.g., the California Climate Crisis Act) was approved, which established a legally binding requirement for California to achieve and maintain carbon neutrality no later than 2045. Assembly Bill 1279 also established the requirement to achieve a Statewide reduction in GHG emissions of 85 percent below 1990 levels by 2045. This indicates that the remaining 15 percent to achieve carbon neutrality can be achieved via carbon sequestration and other non-direct-GHG-emissions-reductions techniques.

2022 Scoping Plan Update (2022)

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB adopted the Final 2022 Climate Change Scoping Plan in November 2022. The 2022 Update builds upon

the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused paths to achieve California's climate goals. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action in natural working lands to reduce emissions and sequester carbon, and the capture and storage of carbon. The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a goal of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work.⁷

Advanced Clean Cars II (2022)

By 2035 all new passenger cars, trucks and SUVs sold in California will be zero emission vehicles. The Advanced Clean Cars II regulations take the state's already growing zero-emission vehicle market and robust motor vehicle emission control rules and augments them to meet more aggressive tailpipe emissions standards and ramp up to 100 percent zero-emission vehicles.

Senate Bill 1020 (2022)

SB 1020, also known as the Clean Energy, Jobs, and Affordability Act of 2022, would build off of existing laws and require that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035, as specified.

City of Pinole Sustainability Plans and Policies

The City of Pinole has established initiatives related to increasing adaptive capacity and reducing GHG emissions and the potential impacts of climate change. These initiatives are primarily detailed in the Pinole Creek Watershed Vision Plan, General Plan – Sustainability Element, Three Corridor Specific Plan, Pinole Green Infrastructure Plan, City of Pinole Climate Resolution, updated emissions inventory, and Pinole Capital Improvement Plan (FY 22/23 – 26/27), each of which is discussed in detail below.

Pinole Creek Watershed Vision Plan (2004)

The Pinole Creek Watershed Vision Plan⁸ provides a consolidated list of goals and actions developed to outline the proposed future of the Pinole Creek Watershed. In total, the Pinole Creek Watershed Vision Plan includes nine overarching goals and a variety of actions that were developed to help achieve the goals. Goals included improving the water quality of Pinole Creek, restoring health and quality of the

⁷ CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf> (accessed November 2023)

⁸ Urban Creeks Council. June 2004. Pinole Creek Watershed Vision Plan: A Local Community-Based Effort. <https://s3-us-west-2.amazonaws.com/uclcd-nuxeo-ref-media/c6f48c7b-fe69-41f2-a4fb-c5c0382f1689> (accessed April 2024)

surrounding environment, providing educational opportunities, increasing flood protection, and improving recreation among others.

General Plan – Sustainability Element (2010)

The City adopted an updated General Plan in 2010, which includes 12 chapters. Chapter 11, the Sustainability Element,⁹ supports land use patterns and programs that will enhance opportunities to improve ecological conditions, enhance the local economy, and provide equal job, housing, education, recreation, and transportation opportunities. This chapter was developed to begin addressing climate change in the City and develop goals related to reducing greenhouse gas emissions, encouraging renewable energy sources, expanding local use of green technology, and educating Pinole’s residents on how they can live fully while preserving Pinole for future generations. As outlined in the Sustainability Element, because sustainability is at the core of the General Plan, it is integrated through each chapter. According to the Sustainability Element, *“a sustainable Pinole is one where members [of the community] meet their needs and express their greatest potential in the present and plan and act on or the ability to maintain these ideals indefinitely.”*

Three Corridor Specific Plan (2010)

The purpose of the Three Corridor Specific Plan¹⁰ is to facilitate revitalization of the San Pablo Avenue, the Pinole Valley Road, and the Appian Way commercial corridors, which are designated as Priority Development Areas (PDAs). Though the project area contains three distinct corridors, each of which has a unique character, they are combined into one Specific Plan to coordinate land use planning where they intersect, efficiently communicate common standards and provisions, and provide consistency in planning for these three areas. While the General Plan is the primary guide for growth and development within Pinole, this Specific Plan seeks to establish a direct connection between the City of Pinole’s General Plan and economic and revitalization opportunities within the three Specific Plan corridors. An overall goal is the orderly development of three project area(s) – San Pablo Avenue, Pinole Valley Road, and Appian Way –consistent with the City’s General Plan and, more specifically, with the community’s vision developed through the Specific Plan public outreach process.

Pinole Green Infrastructure Plan (2019)

The City’s Green Infrastructure Plan¹¹ was developed to meet the requirements of the California Regional Water Quality Control Board for the San Francisco Bay Region’s (RWQCB’s) Municipal Regional Stormwater Permit (MRP), which mandates implementation of a comprehensive program of stormwater control measures and actions designed to limit contributions of urban runoff pollutants to San Francisco Bay. Specifically, MRP Provision C.3.j.i. requires the City to prepare a Green Infrastructure Plan. For the

9 Pinole, City of. 2010. Sustainability Element of the General Plan (Chapter 11). (accessed April 2024) https://cdnsm5-hosted.cividive.com/UserFiles/Servers/Server_10946972/File/City%20Govermment/Planning/General%20Plan/City_of_Pinole_General_Plan_12.2010-Chapter11.pdf

10 Pinole, City of. November 2010. Three Corridors Specific Plan. (accessed April 2024) https://cdnsm5-hosted.cividive.com/UserFiles/Servers/Server_10946972/File/City%20Govermment/Planning/General%20Plan/Three%20Corridors/City_of_Pinole_Corridor_Specific_Plan_2010%20-%20updated%206.16.20.pdf

11 Pinole, City of. December 2019. City of Pinole Green Infrastructure Plan. (accessed April 2024) https://cdnsm5-hosted.cividive.com/UserFiles/Servers/Server_10946972/File/City%20Govermment/Public%20Works/Storm%20Water/2019.12.16%20Pinole%20GI%20Plan_Final.pdf

purposes of the plan, Green Infrastructure (GI) refers to the construction and retrofit of storm drainage to reduce runoff volumes, disperse runoff to vegetated areas, harvest and use runoff where feasible, promote infiltration and evapotranspiration, and use bioretention and other natural systems to detain and treat runoff before it reaches our creeks and Bay. As outlined under the Plan's Objective and Vision, the Plan will guide a shift from conventional "collect and convey" storm drain infrastructure to more resilient, sustainable stormwater management systems that reduce runoff volumes, disperse runoff to vegetated areas, harvest and use runoff where feasible, promote infiltration and evapotranspiration, and use natural processes to detain and treat runoff.

City of Pinole Climate Emergency Resolution (2021)

On October 19, 2021, the Pinole City Council adopted Resolution No. 2021-93 that declared a Climate Emergency. This resolution acknowledges the disastrous effects that climate change threatens to have on the City's public health, economy, infrastructure, and overall wellbeing. The Climate Resolution outlined the need for preparation of a Climate Action Plan that aligns with the state's goals for emissions reductions. Additionally, the Climate Emergency Resolution states that the health, social-economic, and racial equity considerations should be included in policymaking and climate solutions across all sectors to protect all community members, with an emphasis on youth, older adults, low-income or communities of color, and other vulnerable populations.

Updated Greenhouse Gas Emissions Inventory (2021)

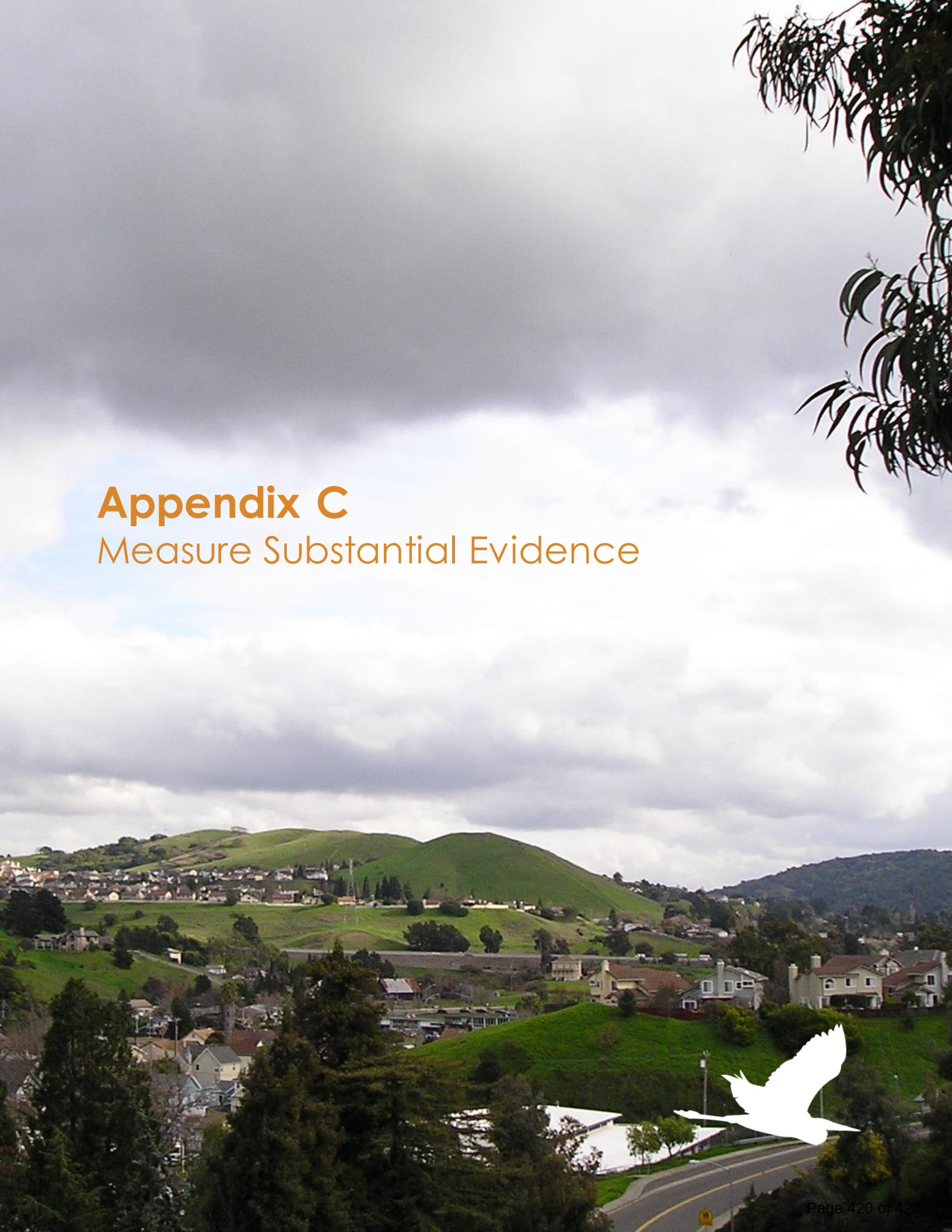
The City of Pinole updated the 2017 GHG emissions community inventory (2017 Inventory), which was originally prepared by East Bay Energy Watch (EBEW) as part of a regional GHG emissions inventory in June 2020. Establishing a consistent methodology and accurate baseline emissions inventory provides the City with an opportunity to track the success of sustainability and climate action efforts and establish a pathway to reduce GHG emissions in accordance with the City's and state's goals. As part of the review, the inventory was updated following the ICLEI Local Governments for Sustainability Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (Community Protocol) and with current and accurate data sources and emission factors.¹²

Pinole Capital Improvement Plan (FY 22/23 – 26/27) (2022)

As outlined in the Capital Improvement Plan,¹³ it is a multi-year planning tool used to identify and implement the City's capital needs over the upcoming five-year period. The CIP aligns the needs with appropriate funding, scheduling, and implementation. This document is a working blueprint for building and sustaining publicly funded physical infrastructure. Capital improvements refer to physical assets and include the design, purchase, construction, maintenance, or improvement of public resources (i.e. parks public infrastructure, equipment, public spaces). These improvements influence Pinole's built and natural environment and help guide the trajectory of future growth or change.

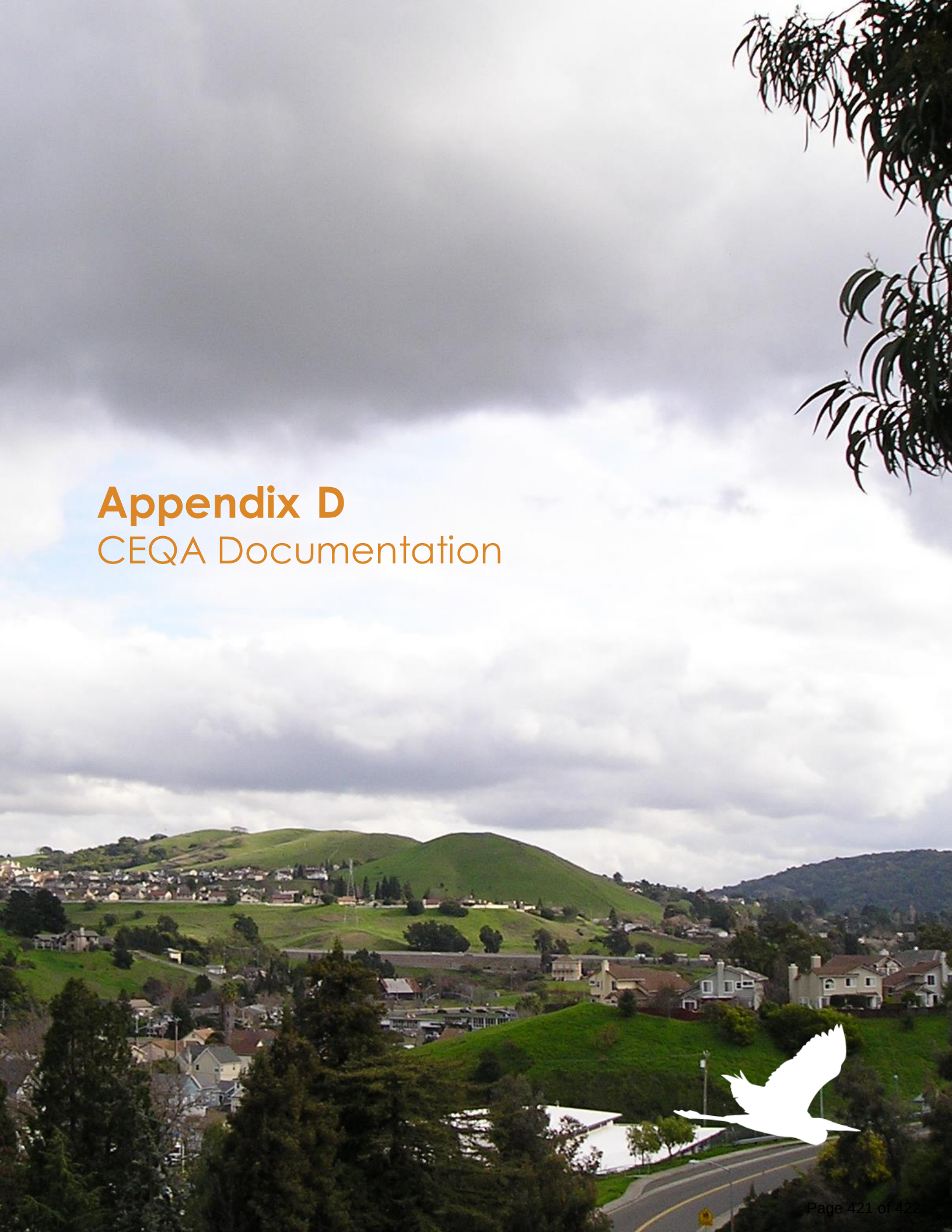
¹² ICLEI – Local Governments for Sustainability USA. July 2019. U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions Version 1.2.

¹³ City of, Pinole. June 21, 2022. Pinole Capital Improvement Plan (FY 22/23 – 26/27). (accessed April 2024) https://cdns5-hosted.civildive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Public%20Works/Capital%20Projects/AttachmentA_Final_Proposed_CIP.pdf



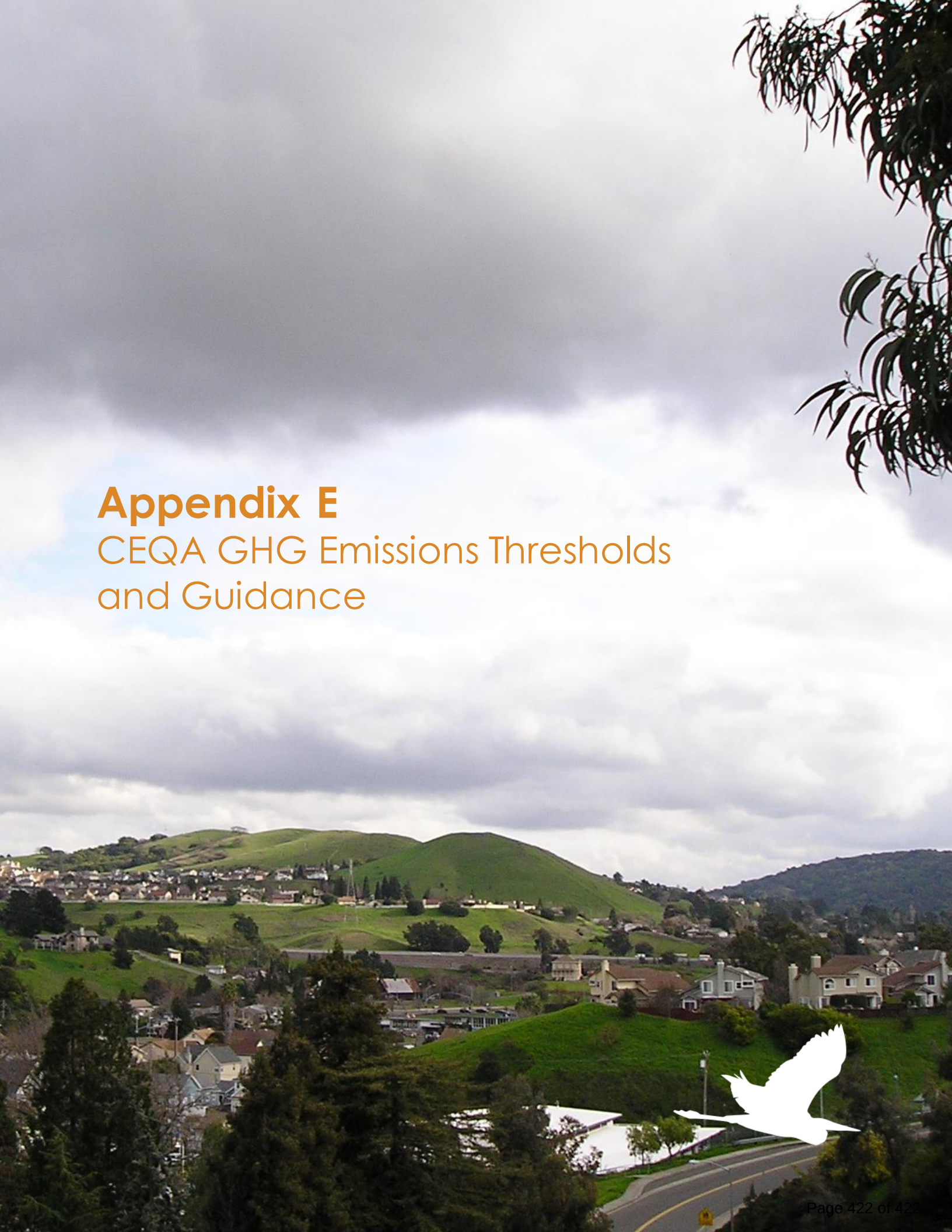
Appendix C

Measure Substantial Evidence

The background of the page is a photograph of a suburban landscape. In the foreground, there are dark green trees. The middle ground shows rolling green hills with a residential neighborhood of houses. A white silhouette of a bird in flight is positioned in the lower right. The sky is filled with large, grey, dramatic clouds.

Appendix D

CEQA Documentation



Appendix E

CEQA GHG Emissions Thresholds and Guidance