



AGENDA  
REGULAR MEETING  
OF THE BOARD OF HARBOR COMMISSIONERS  
MOSS LANDING HARBOR DISTRICT  
7881 Sandholdt Road, Moss Landing, CA 95039

**July 27, 2022 – 7:00 P.M.**

Moss Landing Harbor District is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/85947360374>

Meeting ID: 859 4736 0374

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Find your local number: <https://us02web.zoom.us/u/kpj17oXgQ>

## A. CLOSED SESSION

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A Closed Session will be held immediately prior to the public open meeting, and will begin at **6:00 p.m.** to consider the following items. The public open meeting will begin at **7:00 p.m.**, or **as soon thereafter as the Closed Session is concluded**, and any action taken during the Closed Session will be reported out at that time.

1. Confer with real property negotiators (District Counsel and GM) pursuant to Government Code §54956.8 regarding: Development proposal received regarding the District new 9500'sf building in North Harbor.
2. Meet and confer with legal counsel pursuant to Government Code 54956.9(d)(4) deciding whether to initiate litigation.

## B. OPEN SESSION CALL TO ORDER - PLEDGE OF ALLEGIANCE

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### Roll Call

Russ Jeffries – President

Tony Leonardini – Vice President

Vince Ferrante – Secretary

James Goulart - Commissioner

Liz Soto – Commissioner

Tommy Razzeca – General Manager

Mike Rodriquez – District Counsel

Shay Shaw – Administrative Assistant

## **C. PRESIDENT'S REMARKS**

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The President will use this opportunity to inform the public of issues affecting the District and other items of a general nature not otherwise provided for on this agenda.

## **D. PUBLIC COMMENTS**

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Members of the general public may address the Board of Harbor Commissioners regarding any item that is not on the Agenda. The President may limit the total amount of time of testimony on particular issues and for each individual speaker.

## **E. CONSENT CALENDAR**

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1. Approval of June 29, 2022 Meeting Minutes

## **F. FINANCIAL REPORT**

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2. Financial report month ending June 30, 2022

## **G. MANAGER'S REPORTS**

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The General Manager will make oral or written presentations on the below subjects. The Board may take such action as deemed necessary. The Manager may present additional reports; however, the Board may not take action on any such item not on this Agenda.

3. Projects Status/Update
4. Summary of Permits Issued
5. Meeting Announcements
6. Assigned Liveboard Report
7. Slip Income Report
8. Incident Report

## **H. COMMITTEE REPORTS**

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9. Finance Committee – Ferrante/Leonardini
10. Elkhorn Slough Advisory Committee – Leonardini
11. Special Districts – Jeffries/Ferrante
12. Liveboard Committee – Goulart/Soto
13. Harbor Improvement Committee – Goulart/Soto
14. Real Property Committee I – Jeffries/Leonardini
15. Real Property Committee II – Ferrante/Goulart
16. Personnel Committee- Ferrante/Jeffries
17. Ad Hoc Budget Committee – Goulart/Soto
18. Meetings attended by Commissioners at District expense since the last regular meeting of the Board (AB 1234 requirements). Such reports may be oral or written.

## **I. SPECIAL PRESENTATION**

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18. Monterey County representatives will make a presentation regarding the Multi-Jurisdiction Hazard Mitigation Plan which includes Moss Landing Harbor District. Moss Landing Harbor District's inclusion in the mitigation plan will make the District eligible to apply for hazard mitigation funding in the future.

## **J. NEW BUSINESS**

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19. ITEM – Consider Resolution 22-10 Adopting the Monterey County Multi-Jurisdiction Hazard Mitigation Plan

- a. Staff report
- b. Public comment
- c. Board discussion
- d. Board action

20. ITEM – Consider Resolution 22-11 Accepting Bid for Pot Stop Demolition Project

- a. Staff report
- b. Public comment
- c. Board discussion
- d. Board action

21. ITEM – Receive and Accept the District's Response Letter to the Civil Grand Jury's Report Regarding the Moss Landing Harbor District and Approve Transmittal of the Response Letter.

- a. Staff report
- b. Public comment
- c. Board discussion
- d. Board action

## **K. COMMISSIONERS COMMENTS AND CONCERNS**

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Commissioners may address items of concern at this time, and may request that items be placed on future agendas in accordance with the By-laws of the Board.

## **L. ADJOURNMENT**

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The next Meeting of the Board of Harbor Commissioners is scheduled for August 24, 2022 at 7:00 PM at the Moss Landing Harbor District, 7881 Sandholdt Road, Moss Landing, CA. Individuals requiring special accommodations should contact Administrative Assistant, Shay Shaw at [Shaw@mosslandingharbor.dst.ca.us](mailto:Shaw@mosslandingharbor.dst.ca.us) or at 831.633.2461 no less than 72 hours prior to the meeting or if a Special Meeting, as soon as possible after the Agenda is posted. Copies of the agenda will be available 72 hours prior to Regular Meetings and 24 hours prior to Special Meetings and/or by contacting the District at 831.633.5417 or [Razzeca@mosslandingharbor.dst.ca.us](mailto:Razzeca@mosslandingharbor.dst.ca.us) or on the District's website at [www.mosslandingharbor.dst.ca.us](http://www.mosslandingharbor.dst.ca.us). All meetings are noticed and conducted in accordance with the Ralph M. Brown Act.



MINUTES  
REGULAR MEETING  
OF THE BOARD OF HARBOR COMMISSIONERS  
MOSS LANDING HARBOR DISTRICT  
7881 Sandholdt Road, Moss Landing, CA 95039

June 29, 2022

Moss Landing Harbor District is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/89911832504>

Meeting ID: 899 1183 2504

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+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

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Meeting ID: 899 1183 2504

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## A. CLOSED SESSION

---

A closed session was held immediately prior to the public open meeting to consider the following items:

1. Confer with real property negotiators (District Counsel and GM) pursuant to Government Code §54956.8 regarding: Development proposal received regarding the District new 9500'sf building in North Harbor.
2. Meet and confer with legal counsel pursuant to Government Code 54956.9(d)(4) deciding whether to initiate litigation.

## B. OPEN SESSION CALL TO ORDER - PLEDGE OF ALLEGIANCE

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The open session was called to order at 7:00 pm, after the Pledge of Allegiance Roll was called:

**Commissioners Present:**

Russ Jeffries – President  
Tony Leonardini – Vice President  
Vince Ferrante – Secretary  
James Goulart - Commissioner  
Liz Soto – Commissioner

**Staff Present:**

Tommy Razzeca – General Manager  
Mike Rodriquez – District Counsel  
Shay Shaw – Administrative Assistant

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## C. PRESIDENT'S REMARKS

The President announced that the Board met in Closed Session and no decisions were made; direction was given to the General Manager and District Counsel.

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## D. PUBLIC COMMENTS

None.

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## E. CONSENT CALENDAR

1. Approval of June 8, 2022 Special Meeting Minutes. A motion was made by Commissioner Ferrante, seconded by Commissioner Soto, to approve the June, 2022 Regular Meeting Minutes. The motion passed unanimously on a roll-call vote

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## F. FINANCIAL REPORT

2. Financial report month ending May 31, 2022. GM Razzeca gave the report A motion was made by Commissioner Leonardini, seconded by Commissioner Ferrante, to accept the Financial Report. The motion passed unanimously on a roll-call vote.

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## G. MANAGER'S REPORTS

The General Manager will make oral or written presentations on the below subjects. The Board may take such action as deemed necessary. .

3. Projects Status/Update – written report/no questions
4. Summary of Permits Issued – written report/no questions
5. Meeting Announcements – written report/no questions
6. Assigned Liveboard Report – written report/no questions
7. Slip Income Report – written report/no questions
8. Incident Report – written report/no questions

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## H. COMMITTEE REPORTS

9. Finance Committee – Ferrante/Leonardini – nothing to report
10. Elkhorn Slough Advisory Committee – Leonardini – nothing to report
11. Special Districts – Jeffries/Ferrante – nothing to report
12. Liveboard Committee – Goulart/Soto – nothing to report
13. Harbor Improvement Committee – Goulart/Soto – nothing to report
14. Real Property Committee I – Jeffries/Leonardini – nothing to report
15. Real Property Committee II – Ferrante/Goulart – nothing to report
16. Personnel Committee- Ferrante/Jeffries – nothing to report
17. Ad Hoc Budget Committee – Goulart/Soto – nothing to report
18. Meetings attended by Commissioners at District expense since the last regular meeting of the Board (AB 1234 requirements). Such reports may be oral or written.

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## I. NEW BUSINESS

19. ITEM – Consider Resolution 22-08 to accept Public Access Easement
  - a. Staff report – GM Razzeca gave the report
  - b. Public comment – Wayne Kelly, a member of the Yacht Club expressed to the Board that he was in favor of a bike path but that he was not in agreement with the path running through the Yacht club property and requested that the board consider declining the offer for the public easement and return the property back to the Yacht Club. Brian Ackerman, (Yacht club member) said that he is in agreement with the bike path and thinks it would be a great addition but does not agree that it should go through the Yacht Club or the North Harbor parking lot. Manuel Osorio, (Yacht club member) stated that he was in agreement with a bike path but just not through their

establishment. John Dunn (Yacht club member) said that he too was in agreement with the bike path just not through the yard where he conducts his business.

Trish Chapman of the State Coastal Conservancy stated that she does agree that the location is not the best but encouraged the Board to accept the easement and once accepted a relocation could be discussed.

c. Board discussion – The Board of Harbor Commissioners chose to decline the offer for the Public Easement and allow Monterey County and the California Coastal Commission to consult the Yacht Club regarding any easement on its property.

d. Board action – A motion was made by Commissioner Leonardini, seconded by Commissioner Goulart to decline resolution 22-08 the Public Access Easement. The motion passed unanimously on a roll-call vote.

**20. ITEM – Consider Approval of Monterey Bay Kayak Construction Permit**

a. Staff report – GM Razzeca gave the report

b. Public comment – None

c. Board discussion – The Board agrees to approve a construction permit as long as it includes special conditions that the tenant must adhere to as part of their rental agreement.

d. Board action – A motion was made by Commissioner Leonardini, seconded by Commissioner Goulart to approve the Monterey Bay Kayaks Construction Permit. The motion passed unanimously on a roll-call vote.

**21. ITEM – Consider Resolution 22-09 Authorizing Preparation and Execution of a Non-Exclusive Consulting Agreement with Haley & Aldrich**

a. Staff report – GM Razzeca gave the report

b. Public comment – None

c. Board discussion – None

d. Board action – A motion was made by Commissioner Goulart, seconded by Commissioner Ferrante to accept Resolution 22-09 Authorizing Preparation and Execution of a Non- Exclusive Consulting Agreement with Haley &Aldrich. The motion passed unanimously on a roll-call vote.

**J. COMMISSIONERS COMMENTS AND CONCERNS**

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None.

**K. ADJOURNMENT**

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The meeting adjourned at pm 8:03 pm

Respectfully submitted,

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Vince Ferrante, Secretary  
Board of Harbor Commissioners

ATTEST:

\_\_\_\_\_  
Tommy Razzeca, Deputy Secretary  
Board of Harbor Commissioners

**Moss Landing Harbor District**  
**Balance Sheet**  
As of June 30, 2022

	<u>Jun 30, 22</u>	<u>Jun 30, 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>ASSETS</b>				
<b>Current Assets</b>				
<b>Checking/Savings</b>				
1022 · 1st Capital Trust Account	4,357,213		4,357,213	100%
1001 · 1st Capital Operating Account	2,411,037		2,411,037	100%
1002 · Petty Cash	500	500		
1009 · Union - Operating		2,999,960	-2,999,960	-100%
1015 · 1st Capital Bank	1,890,611	1,557,336	333,275	21%
1018 · Union Bank- Trust Account		2,307,300	-2,307,300	-100%
1020 · Umpqua - Restricted	1,017,136	1,017,034	102	
<b>Total Checking/Savings</b>	<u>9,676,497</u>	<u>7,882,130</u>	<u>1,794,367</u>	<u>23%</u>
<b>Accounts Receivable</b>				
<b>11290 · Leases</b>				
1282 · NNN Receivable	96,107	73,892	22,215	30%
1284 · Local Bounty	3,301		3,301	100%
1291 · Monterey Bay Kayak		18,891	-18,891	-100%
11290 · Leases - Other	1,097		1,097	100%
<b>Total 11290 · Leases</b>	<u>100,505</u>	<u>92,783</u>	<u>7,722</u>	<u>8%</u>
1200 · Marina Receivables	134,236	120,956	13,280	11%
1201 · Marina - Allow for Bad Debt	-49,901	-24,401	-25,500	-105%
<b>Total Accounts Receivable</b>	<u>184,840</u>	<u>189,338</u>	<u>-4,498</u>	<u>-2%</u>
<b>Other Current Assets</b>				
<b>1271 · Prepaid Expenses</b>				
1270 · Insurance	1,504	0	1,504	100%
<b>Total 1271 · Prepaid Expenses</b>	<u>1,504</u>	<u>0</u>	<u>1,504</u>	<u>100%</u>
<b>Total Other Current Assets</b>	<u>1,504</u>	<u>0</u>	<u>1,504</u>	<u>100%</u>
<b>Total Current Assets</b>	<u>9,862,841</u>	<u>8,071,468</u>	<u>1,791,373</u>	<u>22%</u>
<b>Fixed Assets</b>				
1650 · Construction in Progress	4,880,492	4,880,492		
1670 · Equipment	481,946	481,946		
<b>1700 · Improvements</b>				
1710 · NH Buildings & Improvements	6,893,102	6,893,102		
1720 · NH Floating Docks	524,675	524,675		
1725 · NH Offsite Improvements	632,218	632,218		
1730 · SH Buildings & Improvements	8,172,908	8,172,908		
1740 · SH Floating Docks	9,583,746	9,583,746		
<b>Total 1700 · Improvements</b>	<u>25,806,649</u>	<u>25,806,649</u>		

**Moss Landing Harbor District**  
**Balance Sheet**  
As of June 30, 2022

	<u>Jun 30, 22</u>	<u>Jun 30, 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>1800 · Less - Depreciation</b>				
1805 · Equipment	-457,348	-436,947	-20,401	-5%
1810 · NH Buildings & Improvements	-3,928,264	-3,613,219	-315,045	-9%
1820 · NH Floating Docks	-536,711	-524,674	-12,037	-2%
1825 · NH Offsite Improvements	-536,667	-507,284	-29,383	-6%
1830 · SH Buildings & Improvements	-6,477,254	-6,268,476	-208,778	-3%
1840 · SH Floating Docks	-7,193,101	-6,778,701	-414,400	-6%
<b>Total 1800 · Less - Depreciation</b>	<u>-19,129,345</u>	<u>-18,129,301</u>	<u>-1,000,044</u>	<u>-6%</u>
1900 · Land	1,642,860	1,642,860		
<b>Total Fixed Assets</b>	<u>13,682,602</u>	<u>14,682,646</u>	<u>-1,000,044</u>	<u>-7%</u>
<b>Other Assets</b>				
1320 · Workers Comp Deposit	200	200		
1530 · Principal Financial CS	7,389	7,389		
<b>Total Other Assets</b>	<u>7,589</u>	<u>7,589</u>		
<b>TOTAL ASSETS</b>	<u><u>23,553,032</u></u>	<u><u>22,761,703</u></u>	<u><u>791,329</u></u>	<u><u>3%</u></u>



**Moss Landing Harbor District**  
**Balance Sheet**  
As of June 30, 2022

	<u>Jun 30, 22</u>	<u>Jun 30, 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>LIABILITIES &amp; EQUITY</b>				
<b>Liabilities</b>				
<b>Current Liabilities</b>				
<b>Accounts Payable</b>				
2010 · Accounts Payable	-249,716	-197,244	-52,472	-27%
<b>Total Accounts Payable</b>	<b>-249,716</b>	<b>-197,244</b>	<b>-52,472</b>	<b>-27%</b>
<b>Other Current Liabilities</b>				
2020 · Accrued Salaries Payable	15,210	14,998	212	1%
2021 · Accrued Vacation	39,621	39,621		
2023 · Accrued Payroll Taxes	1,148	1,148		
2030 · Customer Deposits	361,975	348,355	13,620	4%
2051 · Note Interest Payable				
2062 · Umpqua Accrued Interest	29,791	29,791	0	
<b>Total 2051 · Note Interest Payable</b>	<b>29,791</b>	<b>29,791</b>	<b>0</b>	
2080 · Prepaid Berth Fees	239,250	223,602	15,648	7%
2011 · Lusamerica Reimb. Acct.	15,000	15,000		
2082 · MLCP Cost Reimb. Deposit		73,761	-73,761	-100%
2086 · Prepaid Leases				
20861 · Vistra	54,761	53,147	1,614	3%
20862 · MBARI	25,452	24,617	835	3%
2086 · Prepaid Leases - Other		7,551	-7,551	-100%
<b>Total 2086 · Prepaid Leases</b>	<b>80,213</b>	<b>85,315</b>	<b>-5,102</b>	<b>-6%</b>
2087 · Lease Deposits	19,625	19,501	124	1%
<b>Total Other Current Liabilities</b>	<b>801,833</b>	<b>851,092</b>	<b>-49,259</b>	<b>-6%</b>
<b>Total Current Liabilities</b>	<b>552,117</b>	<b>653,848</b>	<b>-101,731</b>	<b>-16%</b>
<b>Long Term Liabilities</b>				
2605 · Umpqua Loan	2,163,830	2,508,701	-344,871	-14%
<b>Total Long Term Liabilities</b>	<b>2,163,830</b>	<b>2,508,701</b>	<b>-344,871</b>	<b>-14%</b>
<b>Total Liabilities</b>	<b>2,715,947</b>	<b>3,162,549</b>	<b>-446,602</b>	<b>-14%</b>
<b>Equity</b>				
3020 · Retained Net Assets	6,456,231	6,456,231		
3050 · Prior Year Earnings	13,142,922	11,796,804	1,346,118	11%
Net Income	1,237,932	1,346,118	-108,186	-8%
<b>Total Equity</b>	<b>20,837,085</b>	<b>19,599,153</b>	<b>1,237,932</b>	<b>6%</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>23,553,032</u></b>	<b><u>22,761,702</u></b>	<b><u>791,330</u></b>	<b><u>3%</u></b>

**Moss Landing Harbor District**  
**Statement of Cash Flows**  
July 2021 through June 2022

Jul '21 - Jun 22

<b>OPERATING ACTIVITIES</b>	
Net Income	1,237,932
Adjustments to reconcile Net Income	
to net cash provided by operations:	
11290 · Leases	-1,097
11290 · Leases:1291 · Monterey Bay Kayak	18,891
1200 · Marina Receivables	-13,280
1201 · Marina - Allow for Bad Debt	25,500
11290 · Leases:1282 · NNN Receivable	-22,215
11290 · Leases:1284 · Local Bounty	-3,301
1271 · Prepaid Expenses:1270 · Insurance	-1,504
1800 · Less - Depreciation:1805 · Equipment	20,401
1800 · Less - Depreciation:1810 · NH Buildings & Improvements	315,045
1800 · Less - Depreciation:1820 · NH Floating Docks	12,037
1800 · Less - Depreciation:1825 · NH Offsite Improvements	29,383
1800 · Less - Depreciation:1830 · SH Buildings & Improvements	208,778
1800 · Less - Depreciation:1840 · SH Floating Docks	414,400
2010 · Accounts Payable	-52,472
2020 · Accrued Salaries Payable	212
2030 · Customer Deposits	13,620
2080 · Prepaid Berth Fees	15,647
2086 · Prepaid Leases	-7,551
2086 · Prepaid Leases:20861 · Vistra	1,613
2086 · Prepaid Leases:20862 · MBARI	835
2087 · Lease Deposits	124
2051 · Note Interest Payable:2062 · Umpqua Accrued Interest	0
2082 · MLCP Cost Reimb. Deposit	-73,761
<b>Net cash provided by Operating Activities</b>	<u>2,139,237</u>
<b>FINANCING ACTIVITIES</b>	
2605 · Umpqua Loan	-344,871
<b>Net cash provided by Financing Activities</b>	<u>-344,871</u>
<b>Net cash increase for period</b>	<u>1,794,366</u>
<b>Cash at beginning of period</b>	<u>7,882,129</u>
<b>Cash at end of period</b>	<u><u>9,676,495</u></u>

**Moss Landing Harbor District**  
**Profit & Loss Budget vs. Actual**  
July 2021 through June 2022

Ordinary Income/Expense	<u>Jul '21 - Jun 22</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
<b>Income</b>				
<b>4000 · MARINA REVENUES</b>				
<b>4100 · Berthing Income</b>				
4110 · Assigned Berthing	1,767,485	1,811,506	-44,021	98%
4112 · Qtrly/Annual Discount	-4,495	-2,900	-1,595	155%
4113 · Commercial Vessel Dscnt	-12,130	-12,000	-130	101%
4114 · Away (1 mnth) Dscnt	-142	-600	458	24%
4115 · Temporary Berthing	274,643	278,680	-4,037	99%
4120 · Liveaboard Fees	135,210	133,000	2,210	102%
4130 · Transient Berthing	10,466	50,000	-39,534	21%
4220 · Wait List	10,450	6,500	3,950	161%
4260 · Towing - Intra Harbor	650	600	50	108%
4270 · Pumpouts	600	800	-200	75%
4280 · Late Fees	31,556	35,000	-3,444	90%
4282 · Recovered Lien Costs	100	2,000	-1,900	5%
<b>Total 4100 · Berthing Income</b>	<u>2,214,393</u>	<u>2,302,586</u>	<u>-88,193</u>	<u>96%</u>
<b>4200 · Other Income - Operations</b>				
4225 · Merchandise		250	-250	
4230 · SH Parking	121,557	115,000	6,557	106%
4285 · Dog Fee	1,130	600	530	188%
4290 · Misc	7,972	1,900	6,072	420%
<b>Total 4200 · Other Income - Operations</b>	<u>130,659</u>	<u>117,750</u>	<u>12,909</u>	<u>111%</u>
<b>4300 · Operating Grant Revenues</b>	<u>329,207</u>			
<b>Total 4000 · MARINA REVENUES</b>	<u><u>2,674,259</u></u>	<u><u>2,420,336</u></u>	<u><u>253,923</u></u>	<u><u>110%</u></u>

**Moss Landing Harbor District**  
**Profit & Loss Budget vs. Actual**  
July 2021 through June 2022

Expense	Jul '21 - Jun 22	Budget	\$ Over Budget	% of Budget
<b>5200 · General &amp; Administrative</b>				
5100 · Advertising	7,261	6,500	761	112%
5210 · Dues & Subscriptions	8,027	11,414	-3,387	70%
<b>5220 · Office Supplies</b>				
5223 · Administration	5,659	8,689	-3,030	65%
5225 · Operations	8,780	13,418	-4,638	65%
<b>Total 5220 · Office Supplies</b>	<u>14,439</u>	<u>22,107</u>	<u>-7,668</u>	<u>65%</u>
<b>5230 · Postage &amp; Equip Lease</b>				
5232 · Meter Lease	864	690	174	125%
5235 · Postage	1,252	1,116	136	112%
<b>Total 5230 · Postage &amp; Equip Lease</b>	<u>2,116</u>	<u>1,806</u>	<u>310</u>	<u>117%</u>
<b>5240 · Copier Lease &amp; Supplies</b>				
5242 · Copier Lease	3,310	2,940	370	113%
<b>Total 5240 · Copier Lease &amp; Supplies</b>	<u>3,310</u>	<u>2,940</u>	<u>370</u>	<u>113%</u>
<b>5250 · Telephone &amp; Communications</b>				
5253 · Administration	13,652	13,026	626	105%
5255 · Operations	736	484	252	152%
<b>Total 5250 · Telephone &amp; Communications</b>	<u>14,388</u>	<u>13,510</u>	<u>878</u>	<u>106%</u>
<b>5260 · Professional Services</b>				
5262 · Accounting	37,918	48,000	-10,082	79%
5263 · Audit fees	17,000	18,000	-1,000	94%
5265 · Legal	36,512	100,000	-63,488	37%
5268 · Computer Consulting	1,478	1,873	-395	79%
5269 · Payroll Processing	4,009	3,617	392	111%
<b>Total 5260 · Professional Services</b>	<u>96,917</u>	<u>171,490</u>	<u>-74,573</u>	<u>57%</u>
5290 · Credit Card Fees	7,729	11,296	-3,567	68%
5921 · Internet Billing Service	1,642	1,438	204	114%
<b>Total 5200 · General &amp; Administrative</b>	<u>155,829</u>	<u>242,501</u>	<u>-86,672</u>	<u>64%</u>
<b>5300 · Personnel</b>				
<b>5310 · Salaries</b>				
5313 · Administration	235,558	272,114	-36,556	87%
5315 · Operations	157,540	204,910	-47,370	77%
5318 · Maintenance	119,945	154,814	-34,869	77%
<b>Total 5310 · Salaries</b>	<u>513,043</u>	<u>631,838</u>	<u>-118,795</u>	<u>81%</u>
<b>5330 · Payroll Taxes</b>				
5333 · Administration	18,014	20,817	-2,803	87%
5335 · Operations	19,702	15,676	4,026	126%
5338 · Maintenance	9,179	11,843	-2,664	78%
<b>Total 5330 · Payroll Taxes</b>	<u>46,895</u>	<u>48,336</u>	<u>-1,441</u>	<u>97%</u>

**Moss Landing Harbor District**  
**Profit & Loss Budget vs. Actual**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
<b>5340 · Employee Benefits</b>				
5342 · Vehicle Allowance				
5343 · Administration	52,639	44,692	7,947	118%
5345 · Operations	855			
5348 · Maintenance	54,820	59,222	-4,402	93%
<b>Total 5340 · Employee Benefits</b>	<u>108,314</u>	<u>103,914</u>	<u>4,400</u>	<u>104%</u>
<b>5350 · Workers Compensation</b>				
5353 · Administration	3,600	1,063	2,537	339%
5355 · Operations	6,483	12,206	-5,723	53%
5358 · Maintenance	7,021	6,628	393	106%
<b>Total 5350 · Workers Compensation</b>	<u>17,104</u>	<u>19,897</u>	<u>-2,793</u>	<u>86%</u>
<b>5360 · Education &amp; Training</b>				
5363 · Administration	4,357	2,000	2,357	218%
5365 · Operations	1,437	2,000	-563	72%
5368 · Maintenance	1,133			
<b>Total 5360 · Education &amp; Training</b>	<u>6,927</u>	<u>4,000</u>	<u>2,927</u>	<u>173%</u>
<b>Total 5300 · Personnel</b>	<u>692,283</u>	<u>807,985</u>	<u>-115,702</u>	<u>86%</u>
<b>5400 · Insurance</b>				
5410 · Liability Insurance	165,866	165,800	66	100%
<b>Total 5400 · Insurance</b>	<u>165,866</u>	<u>165,800</u>	<u>66</u>	<u>100%</u>
<b>5500 · Utilities</b>				
5510 · Garbage	119,225	115,000	4,225	104%
5520 · Gas and Electric	286,555	300,000	-13,445	96%
5530 · Water	38,757	40,000	-1,243	97%
5540 · Sewer	47,623	43,000	4,623	111%
<b>Total 5500 · Utilities</b>	<u>492,160</u>	<u>498,000</u>	<u>-5,840</u>	<u>99%</u>
<b>5600 · Operating Supplies</b>				
5610 · Vehicles	8,741	15,080	-6,339	58%
5620 · Vessels	476	1,600	-1,124	30%
5625 · Operations	15,959	19,520	-3,561	82%
<b>Total 5600 · Operating Supplies</b>	<u>25,176</u>	<u>36,200</u>	<u>-11,024</u>	<u>70%</u>
<b>5700 · Depreciation</b>	500,022	500,000	22	100%
<b>5800 · Repairs &amp; Maintenance</b>				
5810 · Vehicles	612	956	-344	64%
5830 · Equip Rental	3,028	5,702	-2,674	53%
5850 · Repair Materials	28,729	68,343	-39,614	42%
5860 · Outside Service Contracts	88,352	75,000	13,352	118%
5870 · Derelict Disposal	42,161	50,000	-7,839	84%
<b>Total 5800 · Repairs &amp; Maintenance</b>	<u>162,882</u>	<u>200,001</u>	<u>-37,119</u>	<u>81%</u>
<b>5900 · Financial Expenses</b>				
5920 · Bank Service Charges	4,602	5,000	-398	92%
5990 · Bad Debt	25,500	25,000	500	102%
<b>Total 5900 · Financial Expenses</b>	<u>30,102</u>	<u>30,000</u>	<u>102</u>	<u>100%</u>
<b>Total · MARINA EXPENSES</b>	<u>2,224,320</u>	<u>2,480,487</u>	<u>-256,167</u>	<u>90%</u>
<b>Net Ordinary Income - Marina Operations</b>	<u>449,939</u>	<u>-60,151</u>	<u>510,090</u>	<u>-748%</u>

**Moss Landing Harbor District**  
**Profit & Loss Budget vs. Actual**  
 July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
<b>4400 · LEASE AND OTHER INCOME</b>				
<b>4050 · Trust Lands Lease Revenue</b>				
4051 · Vistra	73,480	73,480	0	100%
4053 · MBARI	29,958	30,132	-174	99%
<b>Total 4050 · Trust Lands Lease Revenue</b>	<u>103,438</u>	<u>103,612</u>	<u>-174</u>	<u>100%</u>
<b>4500 · Leases</b>				
4501 · K-Pier Lease	42,215	13,616	28,599	310%
<b>4502 · Cannery Building</b>				
4517 · Suite 2	35,855	35,287	568	102%
4504 · Suite 3	99,149	97,577	1,572	102%
4511 · Suite 1 & 10	19,803	19,899	-96	100%
4515 · Suite 4	95,952	94,370	1,582	102%
4518 · Suite 5	17,516	27,581	-10,065	64%
4510 · Suite 6	10,740	14,388	-3,648	75%
4512 · Suite 7	17,155	15,087	2,068	114%
4503 · Suite 8	9,933	9,600	333	103%
4520 · Suite 9	9,173	9,033	140	102%
4523 · Canary NNN	35,756	40,000	-4,244	89%
<b>Total 4502 · Cannery Building</b>	<u>351,032</u>	<u>362,822</u>	<u>-11,790</u>	<u>97%</u>
4530 · RV Lot	36,417	36,180	237	101%
4540 · Martin & Mason	26,911	28,481	-1,570	94%
<b>4560 · North Harbor</b>				
4562 · Sea Harvest	40,863	37,205	3,658	110%
4568 · Monterey Bay Kayaks	40,979	45,000	-4,021	91%
<b>Total 4560 · North Harbor</b>	<u>81,842</u>	<u>82,205</u>	<u>-363</u>	<u>100%</u>
<b>Total 4500 · Leases</b>	<u>538,417</u>	<u>523,304</u>	<u>15,113</u>	<u>103%</u>
4600 · District Property Taxes	373,362	300,000	73,362	124%
<b>4700 · Other Revenues &amp; Concessions</b>				
4125 · Amenity Fee	354,156	355,000	-844	100%
4126 · Passenger Vessel Fees	12,748	30,000	-17,252	42%
<b>4710 · Vending Activities</b>				
4711 · Washer/Dryer	10,225	8,160	2,065	125%
4712 · Soda	115	340	-225	34%
<b>Total 4710 · Vending Activities</b>	<u>10,340</u>	<u>8,500</u>	<u>1,840</u>	<u>122%</u>
4720 · Dry Storage	62,541	63,000	-459	99%
4725 · North Harbor Use Fee	224,038	125,000	99,038	179%
4727 · Key Sales	5,546	4,940	606	112%
4730 · NH Washdown	731	2,000	-1,269	37%
4735 · Camp/RV	2,182	2,500	-318	87%
4740 · Equipment Rental	285	250	35	114%
4745 · Citations & Fines	6,759			
4751 · Permits	10,906	4,500	6,406	242%
4765 · Faxes, Copies & Postage		60	-60	
4770 · Surplus Auction/Sales		100	-100	
<b>Total 4700 · Other Revenues &amp; Concessions</b>	<u>690,232</u>	<u>595,850</u>	<u>94,382</u>	<u>116%</u>

**Moss Landing Harbor District**  
**Profit & Loss Budget vs. Actual**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
<b>4800 · Interest</b>				
4841 · Union Bank Interest	215	300	-85	72%
4843 · First Capital Bank	9,983	3,100	6,883	322%
4846 · Umpqua Interest	102	550	-448	19%
4800 · Interest - Other	172			
<b>Total 4800 · Interest</b>	<u>10,472</u>	<u>3,950</u>	<u>6,522</u>	<u>265%</u>
<b>Total 4400 · LEASE AND OTHER INCOME</b>	<u>1,715,921</u>	<u>1,526,716</u>	<u>189,205</u>	<u>112%</u>
<b>7000 · LEASE AND OTHER EXPENSES</b>				
<b>7100 · Interest Expense</b>				
7134 · Umpqua NP Interest	66,585	66,585		100%
<b>Total 7100 · Interest Expense</b>	<u>66,585</u>	<u>66,585</u>		<u>100%</u>
<b>7200 · Other Financial Expenses</b>				
7221 · CSDA Dues	7,615	7,500	115	102%
7230 · LAFO Administrative Charges	5,393	7,000	-1,607	77%
<b>Total 7200 · Other Financial Expenses</b>	<u>13,008</u>	<u>14,500</u>	<u>-1,492</u>	<u>90%</u>
<b>5700 · Depreciation</b>	500,022	500,000	22	100%
<b>7300 · Commissioner Expenses</b>				
7310 · Election Costs				
7320 · Monthly Stipend	14,625	22,000	-7,375	66%
7321 · Employer Payroll Taxes	1,119	1,800	-681	62%
7330 · Incurred Expenses	2,152	1,200	952	179%
<b>Total 7300 · Commissioner Expenses</b>	<u>17,896</u>	<u>25,000</u>	<u>-7,104</u>	<u>72%</u>
<b>Total 7000 · LEASE AND OTHER EXPENSES</b>	<u>597,511</u>	<u>606,085</u>	<u>-8,574</u>	<u>99%</u>
<b>Net Ordinary Income - Lease &amp; Other Operations</b>	<u>1,118,410</u>	<u>920,631</u>	<u>197,779</u>	<u>121%</u>
<b>Net Ordinary Income - Combined Operations</b>	<u>1,568,349</u>	<u>860,480</u>	<u>707,869</u>	<u>182%</u>

**Moss Landing Harbor District**  
**Profit & Loss Budget vs. Actual**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
<b>Other Income/Expense</b>				
<b>Other Income</b>				
<b>8001 · Cost Reimbursements</b>				
8101 · Revenue from reimbursements		-200,000	200,000	
8201 · Reimbursable expenses		200,000	-200,000	
<b>Total 8001 · Cost Reimbursements</b>				
<b>Total Other Income</b>				
<b>Other Expense</b>				
<b>9000 · CAPITAL PROJECT EXPENSES</b>				
5880 · Dredging	18,305	250,000	-231,695	7%
9051 · Sewer Lift Station	25,541	50,000	-24,459	51%
9053 · Dock Maintenance		100,000	-100,000	
9054 · Sea Lion Deterrent Fencing	1,882	25,000	-23,118	8%
9060 · NH Berthers Parking/Paving	76,718	100,000	-23,282	77%
9125 · North Harbor Parking Lot LTG		40,000	-40,000	
9150 · Cannery	150,080	375,000	-224,920	40%
9250 · Security Camera	19,507	50,000	-30,493	39%
9307 · Piling Replacement Proj.		100,000	-100,000	
9309 · New NH Building	8,500	1,000,000	-991,500	1%
9310 · NH Hotel	1,217	75,000	-73,783	2%
9470 · NH Visitor Dock		400,000	-400,000	
9565 · Miscellaneous Capital Projects	28,667	110,000	-81,333	26%
9750 · Office Computers		25,000	-25,000	
9800 · Dock Replacement		200,000	-200,000	
<b>Total 9000 · CAPITAL PROJECT EXPENSES</b>	<u>330,417</u>	<u>2,900,000</u>	<u>-2,569,583</u>	<u>11%</u>
<b>Total Other Expense</b>	<u>330,417</u>	<u>2,900,000</u>	<u>-2,569,583</u>	<u>11%</u>
<b>Net Other Income</b>	<u>-330,417</u>	<u>-2,900,000</u>	<u>2,569,583</u>	<u>11%</u>
<b>Net Income</b>	<u><b>1,237,932</b></u>	<u><b>-2,039,520</b></u>	<u><b>3,277,452</b></u>	<u><b>-61%</b></u>



**Moss Landing Harbor District**  
**Profit & Loss YTD Comparison**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Jul '20 - Jun 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>4000 · MARINA REVENUES</b>				
<b>4100 · Berthing Income</b>				
4110 · Assigned Berthing	1,767,485	1,750,735	16,750	1%
4112 · Qtrly/Annual Discount	-4,495	-2,769	-1,726	-62%
4113 · Commercial Vessel Dscnt	-12,130	-12,123	-7	-0%
4114 · Away (1 mnth) Dscnt	-142	-557	415	75%
4115 · Temporary Berthing	274,643	285,457	-10,814	-4%
4120 · Liveaboard Fees	135,210	128,895	6,315	5%
4130 · Transient Berthing	10,466	23,093	-12,627	-55%
4220 · Wait List	10,450	9,603	847	9%
4260 · Towing - Intra Harbor	650	600	50	8%
4270 · Pumpouts	600	1,600	-1,000	-63%
4280 · Late Fees	31,556	33,510	-1,954	-6%
4282 · Recovered Lien Costs	100	200	-100	-50%
<b>Total 4100 · Berthing Income</b>	<u>2,214,393</u>	<u>2,218,244</u>	<u>-3,851</u>	<u>-0%</u>
<b>4200 · Other Income - Operations</b>				
4225 · Merchandise		42	-42	-100%
4230 · SH Parking	121,557	92,313	29,244	32%
4285 · Dog Fee	1,130	1,155	-25	-2%
4290 · Misc	7,972	2,685	5,287	197%
<b>Total 4200 · Other Income - Operations</b>	<u>130,659</u>	<u>96,195</u>	<u>34,464</u>	<u>36%</u>
<b>4300 · Operating Grant Revenues</b>	<u>329,207</u>		<u>329,207</u>	<u>100%</u>
<b>Total 4000 · MARINA REVENUES</b>	<u>2,674,259</u>	<u>2,314,439</u>	<u>359,820</u>	<u>16%</u>

**Moss Landing Harbor District**  
**Profit & Loss YTD Comparison**  
July 2021 through June 2022

Expense	Jul '21 - Jun 22	Jul '20 - Jun 21	\$ Change	% Change
<b>5200 · General &amp; Administrative</b>				
5100 · Advertising	7,261	5,175	2,086	40%
5210 · Dues & Subscriptions	8,027	20,535	-12,508	-61%
5220 · Office Supplies				
5223 · Administration	5,659	10,224	-4,565	-45%
5225 · Operations	8,780	15,323	-6,543	-43%
<b>Total 5220 · Office Supplies</b>	<b>14,439</b>	<b>25,547</b>	<b>-11,108</b>	<b>-43%</b>
5230 · Postage & Equip Lease				
5232 · Meter Lease	864	788	76	10%
5235 · Postage	1,252	1,274	-22	-2%
<b>Total 5230 · Postage &amp; Equip Lease</b>	<b>2,116</b>	<b>2,062</b>	<b>54</b>	<b>3%</b>
5240 · Copier Lease & Supplies				
5242 · Copier Lease	3,310	3,358	-48	-1%
<b>Total 5240 · Copier Lease &amp; Supplies</b>	<b>3,310</b>	<b>3,358</b>	<b>-48</b>	<b>-1%</b>
5250 · Telephone & Communications				
5253 · Administration	13,652	14,875	-1,223	-8%
5255 · Operations	736	553	183	33%
<b>Total 5250 · Telephone &amp; Communications</b>	<b>14,388</b>	<b>15,428</b>	<b>-1,040</b>	<b>-7%</b>
5260 · Professional Services				
5262 · Accounting	37,918	37,751	167	0%
5263 · Audit fees	17,000	16,500	500	3%
5265 · Legal	36,512	43,909	-7,397	-17%
5268 · Computer Consulting	1,478	2,139	-661	-31%
5269 · Payroll Processing	4,009	4,131	-122	-3%
<b>Total 5260 · Professional Services</b>	<b>96,917</b>	<b>104,430</b>	<b>-7,513</b>	<b>-7%</b>
5270 · Licenses & Permits		10	-10	-100%
5290 · Credit Card Fees	7,729	12,900	-5,171	-40%
5921 · Internet Billing Service	1,642	1,779	-137	-8%
<b>Total 5200 · General &amp; Administrative</b>	<b>155,829</b>	<b>191,224</b>	<b>-35,395</b>	<b>-19%</b>
<b>5300 · Personnel</b>				
5310 · Salaries				
5313 · Administration	235,558	182,759	52,799	29%
5315 · Operations	157,540	192,203	-34,663	-18%
5318 · Maintenance	119,945	163,756	-43,811	-27%
<b>Total 5310 · Salaries</b>	<b>513,043</b>	<b>538,718</b>	<b>-25,675</b>	<b>-5%</b>
5330 · Payroll Taxes				
5333 · Administration	18,014	11,726	6,288	54%
5335 · Operations	19,702	13,690	6,012	44%
5338 · Maintenance	9,179	11,347	-2,168	-19%
<b>Total 5330 · Payroll Taxes</b>	<b>46,895</b>	<b>36,763</b>	<b>10,132</b>	<b>28%</b>

**Moss Landing Harbor District**  
**Profit & Loss YTD Comparison**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Jul '20 - Jun 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>5340 · Employee Benefits</b>				
5343 · Administration	52,639	47,471	5,168	11%
5345 · Operations	855	3,380	-2,525	-75%
5348 · Maintenance	54,820	56,165	-1,345	-2%
<b>Total 5340 · Employee Benefits</b>	<u>108,314</u>	<u>107,016</u>	<u>1,298</u>	<u>1%</u>
<b>5350 · Workers Compensation</b>				
5353 · Administration	3,600	4,600	-1,000	-22%
5355 · Operations	6,483	8,475	-1,992	-24%
5358 · Maintenance	7,021	9,211	-2,190	-24%
<b>Total 5350 · Workers Compensation</b>	<u>17,104</u>	<u>22,286</u>	<u>-5,182</u>	<u>-23%</u>
<b>5360 · Education &amp; Training</b>				
5363 · Administration	4,357	2,425	1,932	80%
5365 · Operations	1,437	2,490	-1,053	-42%
5368 · Maintenance	1,133	2,233	-1,100	-49%
<b>Total 5360 · Education &amp; Training</b>	<u>6,927</u>	<u>7,148</u>	<u>-221</u>	<u>-3%</u>
<b>Total 5300 · Personnel</b>	<u>692,283</u>	<u>711,931</u>	<u>-19,648</u>	<u>-3%</u>
<b>5400 · Insurance</b>				
5410 · Liability Insurance	165,866	189,644	-23,778	-13%
<b>Total 5400 · Insurance</b>	<u>165,866</u>	<u>189,644</u>	<u>-23,778</u>	<u>-13%</u>
<b>5500 · Utilities</b>				
5510 · Garbage	119,225	114,138	5,087	4%
5520 · Gas and Electric	286,555	275,064	11,491	4%
5530 · Water	38,757	36,922	1,835	5%
5540 · Sewer	47,623	43,196	4,427	10%
<b>Total 5500 · Utilities</b>	<u>492,160</u>	<u>469,320</u>	<u>22,840</u>	<u>5%</u>
<b>5600 · Operating Supplies</b>				
5610 · Vehicles	8,741	10,791	-2,050	-19%
5620 · Vessels	476	3,467	-2,991	-86%
5625 · Operations	15,959	19,222	-3,263	-17%
<b>Total 5600 · Operating Supplies</b>	<u>25,176</u>	<u>33,480</u>	<u>-8,304</u>	<u>-25%</u>
<b>5700 · Depreciation</b>	500,022	378,529	121,493	32%
<b>5800 · Repairs &amp; Maintenance</b>				
5810 · Vehicles	612	647	-35	-5%
5830 · Equip Rental	3,028	3,863	-835	-22%
5850 · Repair Materials	28,729	46,300	-17,571	-38%
5860 · Outside Service Contracts	88,352	76,522	11,830	15%
5870 · Derelict Disposal	42,161	40,690	1,471	4%
<b>Total 5800 · Repairs &amp; Maintenance</b>	<u>162,882</u>	<u>168,022</u>	<u>-5,140</u>	<u>-3%</u>
<b>5900 · Financial Expenses</b>				
5920 · Bank Service Charges	4,602	9,372	-4,770	-51%
5990 · Bad Debt	25,500	25,500		
<b>Total 5900 · Financial Expenses</b>	<u>30,102</u>	<u>34,872</u>	<u>-4,770</u>	<u>-14%</u>
<b>Total · MARINA EXPENSES</b>	<u>2,224,320</u>	<u>2,177,022</u>	<u>47,298</u>	<u>0</u>
<b>Net Ordinary Income - Marina Operations</b>	<u>449,939</u>	<u>137,417</u>	<u>312,522</u>	<u>2</u>

**Moss Landing Harbor District**  
**Profit & Loss YTD Comparison**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Jul '20 - Jun 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>4400 · LEASE AND OTHER INCOME</b>				
<b>4050 · Trust Lands Lease Revenue</b>				
4051 · Vistra	73,480	72,437	1,043	1%
4053 · MBARI	29,958	29,058	900	3%
<b>Total 4050 · Trust Lands Lease Revenue</b>	<u>103,438</u>	<u>101,495</u>	<u>1,943</u>	<u>2%</u>
<b>4500 · Leases</b>				
4501 · K-Pier Lease	42,215	19,439	22,776	117%
<b>4502 · Cannery Building</b>				
4517 · Suite 2	35,855	34,863	992	3%
4504 · Suite 3	99,149	103,360	-4,211	-4%
4511 · Suite 1 & 10	19,803	22,331	-2,528	-11%
4515 · Suite 4	95,952	93,283	2,669	3%
4518 · Suite 5	17,516	25,626	-8,110	-32%
4510 · Suite 6	10,740	21,884	-11,144	-51%
4512 · Suite 7	17,155	14,861	2,294	15%
4503 · Suite 8	9,933	9,644	289	3%
4520 · Suite 9	9,173	8,225	948	12%
4523 · Canary NNN	35,756	67,981	-32,225	-47%
<b>Total 4502 · Cannery Building</b>	<u>351,032</u>	<u>402,058</u>	<u>-51,026</u>	<u>-13%</u>
4530 · RV Lot	36,417	35,525	892	3%
4540 · Martin & Mason	26,911	28,481	-1,570	-6%
<b>4560 · North Harbor</b>				
4562 · Sea Harvest	40,863	36,716	4,147	11%
4568 · Monterey Bay Kayaks	40,979	103,093	-62,114	-60%
<b>Total 4560 · North Harbor</b>	<u>81,842</u>	<u>139,809</u>	<u>-57,967</u>	<u>-41%</u>
<b>Total 4500 · Leases</b>	<u>538,417</u>	<u>625,312</u>	<u>-86,895</u>	<u>-14%</u>
<b>4600 · District Property Taxes</b>	373,362	348,780	24,582	7%
<b>4700 · Other Revenues &amp; Concessions</b>				
4125 · Amenity Fee	354,156	345,647	8,509	2%
4126 · Passenger Vessel Fees	12,748		12,748	100%
<b>4710 · Vending Activities</b>				
4711 · Washer/Dryer	10,225	6,340	3,885	61%
4712 · Soda	115	237	-122	-51%
<b>Total 4710 · Vending Activities</b>	<u>10,340</u>	<u>6,577</u>	<u>3,763</u>	<u>57%</u>
4720 · Dry Storage	62,541	58,209	4,332	7%
4725 · North Harbor Use Fee	224,038	195,085	28,953	15%
4727 · Key Sales	5,546	7,746	-2,200	-28%
4730 · NH Washdown	731	551	180	33%
4735 · Camp/RV	2,182	643	1,539	239%
4740 · Equipment Rental	285	118	167	142%
4745 · Citations & Fines	6,759	6,052	707	12%
4751 · Permits	10,906	8,082	2,824	35%
4765 · Faxes, Copies & Postage		14	-14	-100%
4770 · Surplus Auction/Sales		258	-258	-100%
<b>Total 4700 · Other Revenues &amp; Concessions</b>	<u>690,232</u>	<u>628,982</u>	<u>61,250</u>	<u>10%</u>

**Moss Landing Harbor District**  
**Profit & Loss YTD Comparison**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Jul '20 - Jun 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>4800 · Interest</b>				
4841 · Union Bank Interest	215	285	-70	-25%
4843 · First Capital Bank	9,983	3,111	6,872	221%
4846 · Umpqua Interest	102	508	-406	-80%
4800 · Interest - Other	172		172	100%
<b>Total 4800 · Interest</b>	<u>10,472</u>	<u>3,904</u>	<u>6,568</u>	<u>168%</u>
<b>Total 4400 · LEASE AND OTHER INCOME</b>	<u>1,715,921</u>	<u>1,708,473</u>	<u>7,448</u>	<u>0%</u>
<b>7000 · LEASE AND OTHER EXPENSES</b>				
<b>7100 · Interest Expense</b>				
7134 · Umpqua NP Interest	66,585	72,449	-5,864	-8%
<b>Total 7100 · Interest Expense</b>	<u>66,585</u>	<u>72,449</u>	<u>-5,864</u>	<u>-8%</u>
<b>7200 · Other Financial Expenses</b>				
7221 · CSDA Dues	7,615	7,253	362	5%
7230 · LAFO Administrative Charges	5,393	5,425	-32	-1%
<b>Total 7200 · Other Financial Expenses</b>	<u>13,008</u>	<u>12,678</u>	<u>330</u>	<u>3%</u>
<b>5700 · Depreciation</b>	500,022	378,529	121,493	32%
<b>7300 · Commissioner Expenses</b>				
7320 · Monthly Stipend	14,625	16,225	-1,600	-10%
7321 · Employer Payroll Taxes	1,119	1,155	-36	-3%
7330 · Incurred Expenses	2,152	963	1,189	123%
<b>Total 7300 · Commissioner Expenses</b>	<u>17,896</u>	<u>18,343</u>	<u>-447</u>	<u>-2%</u>
<b>Total 7000 · LEASE AND OTHER EXPENSES</b>	<u>597,511</u>	<u>481,999</u>	<u>115,512</u>	<u>0</u>
<b>Net Ordinary Income - Lease &amp; Other Operations</b>	<u>1,118,410</u>	<u>1,226,474</u>	<u>-108,064</u>	<u>-0</u>
<b>Net Ordinary Income - Combined Operations</b>	<u>1,568,349</u>	<u>1,363,891</u>	<u>204,458</u>	<u>0</u>

**Moss Landing Harbor District**  
**Profit & Loss YTD Comparison**  
July 2021 through June 2022

	<u>Jul '21 - Jun 22</u>	<u>Jul '20 - Jun 21</u>	<u>\$ Change</u>	<u>% Change</u>
<b>Other Income/Expense</b>				
<b>Other Income</b>				
<b>8001 · Cost Reimbursements</b>				
8101 · Revenue from reimbursements		5,686	-5,686	-100%
8201 · Reimbursable expenses		-5,686	5,686	100%
<b>Total 8001 · Cost Reimbursements</b>				
<b>Total Other Income</b>				
<b>Other Expense</b>				
<b>9000 · CAPITAL PROJECT EXPENSES</b>				
5880 · Dredging	18,305		18,305	100%
9051 · Sewer Lift Station	25,541		25,541	100%
9053 · Dock Maintenance				
9054 · Sea Lion Deterrent Fencing	1,882	1,953	-71	-4%
9060 · NH Berthers Parking/Paving	76,718		76,718	100%
9150 · Cannery	150,080		150,080	100%
9250 · Security Camera	19,507		19,507	100%
9309 · New NH Building	8,500		8,500	100%
9310 · NH Hotel	1,217		1,217	100%
9565 · Miscellaneous Capital Projects	28,667	15,819	12,848	81%
<b>Total 9000 · CAPITAL PROJECT EXPENSES</b>	330,417	17,772	312,645	1,759%
<b>Total Other Expense</b>	330,417	17,772	312,645	1,759%
<b>Net Other Income</b>	-330,417	-17,772	-312,645	-1,759%
<b>Net Income</b>	<b>1,237,932</b>	<b>1,346,119</b>	<b>-108,187</b>	<b>-8%</b>

**Moss Landing Harbor District**  
**A/P Aging Summary**  
As of June 30, 2022

	<u>Current</u>	<u>1 - 30</u>	<u>31 - 60</u>	<u>61 - 90</u>	<u>&gt; 90</u>	<u>TOTAL</u>
Allied Administrators for Delta Dental	0.00	-402.14	0.00	0.00	0.00	-402.14
AT&T	0.00	-1,061.37	0.00	0.00	0.00	-1,061.37
CalPERS	0.00	-5,725.00	-5,725.00	0.00	0.00	-11,450.00
Castroville "ACE" Hardware	127.70	0.00	0.00	0.00	0.00	127.70
Cintas	698.35	0.00	539.81	0.00	0.00	1,238.16
Corralitos Electric	1,182.68	0.00	0.00	0.00	0.00	1,182.68
Damm Good Water	66.60	0.00	0.00	0.00	0.00	66.60
David Wilson	0.00	537.00	0.00	0.00	0.00	537.00
Despard Marine Services	0.00	100.00	0.00	0.00	0.00	100.00
Dixon & Son Tire	0.00	172.04	0.00	0.00	0.00	172.04
Eric Bochat	287.50	0.00	0.00	0.00	0.00	287.50
IPFS Corporation	0.00	-199,225.11	0.00	0.00	0.00	-199,225.11
Mechanics Bank	511.60	0.00	0.00	0.00	0.00	511.60
Monterey County Auditor-Controller	0.00	-5,868.00	0.00	0.00	0.00	-5,868.00
Monterey Sanitary Supply	2,137.90	0.00	0.00	0.00	0.00	2,137.90
MP Express	191.66	0.00	0.00	0.00	0.00	191.66
Nautical Software Solution	0.00	-1,695.00	0.00	0.00	0.00	-1,695.00
Pajaro/Sunny Mesa C.S.D.	3,139.35	0.00	0.00	0.00	0.00	3,139.35
PG&E	0.00	-30,000.00	0.00	0.00	0.00	-30,000.00
Pitney Bowes Global Financial Svc LLC	151.21	0.00	0.00	0.00	0.00	151.21
Raquel Hanson	348.00	0.00	0.00	0.00	0.00	348.00
Razzolink, Inc.	0.00	-136.85	0.00	0.00	0.00	-136.85
SDRMA	0.00	0.00	-11,342.59	0.00	0.00	-11,342.59
Siri Morse	0.00	222.25	0.00	0.00	0.00	222.25
U.S. Bank	1,966.93	0.00	0.00	0.00	0.00	1,966.93
U.S. Bank - Office Equipment Finance Svc	0.00	-303.83	0.00	0.00	0.00	-303.83
VALIC	1,788.29	0.00	0.00	0.00	0.00	1,788.29
Ventek International	0.00	-1,275.00	0.00	0.00	0.00	-1,275.00
Vision Sevice Plan	0.00	-123.34	0.00	0.00	0.00	-123.34
West Marine Pro	0.00	0.00	0.00	-1,001.97	0.00	-1,001.97
<b>TOTAL</b>	<b><u>12,597.77</u></b>	<b><u>-244,784.35</u></b>	<b><u>-16,527.78</u></b>	<b><u>-1,001.97</u></b>	<b><u>0.00</u></b>	<b><u>-249,716.33</u></b>

**Moss Landing Harbor District  
Warrant Listing  
As of June 30, 2022**

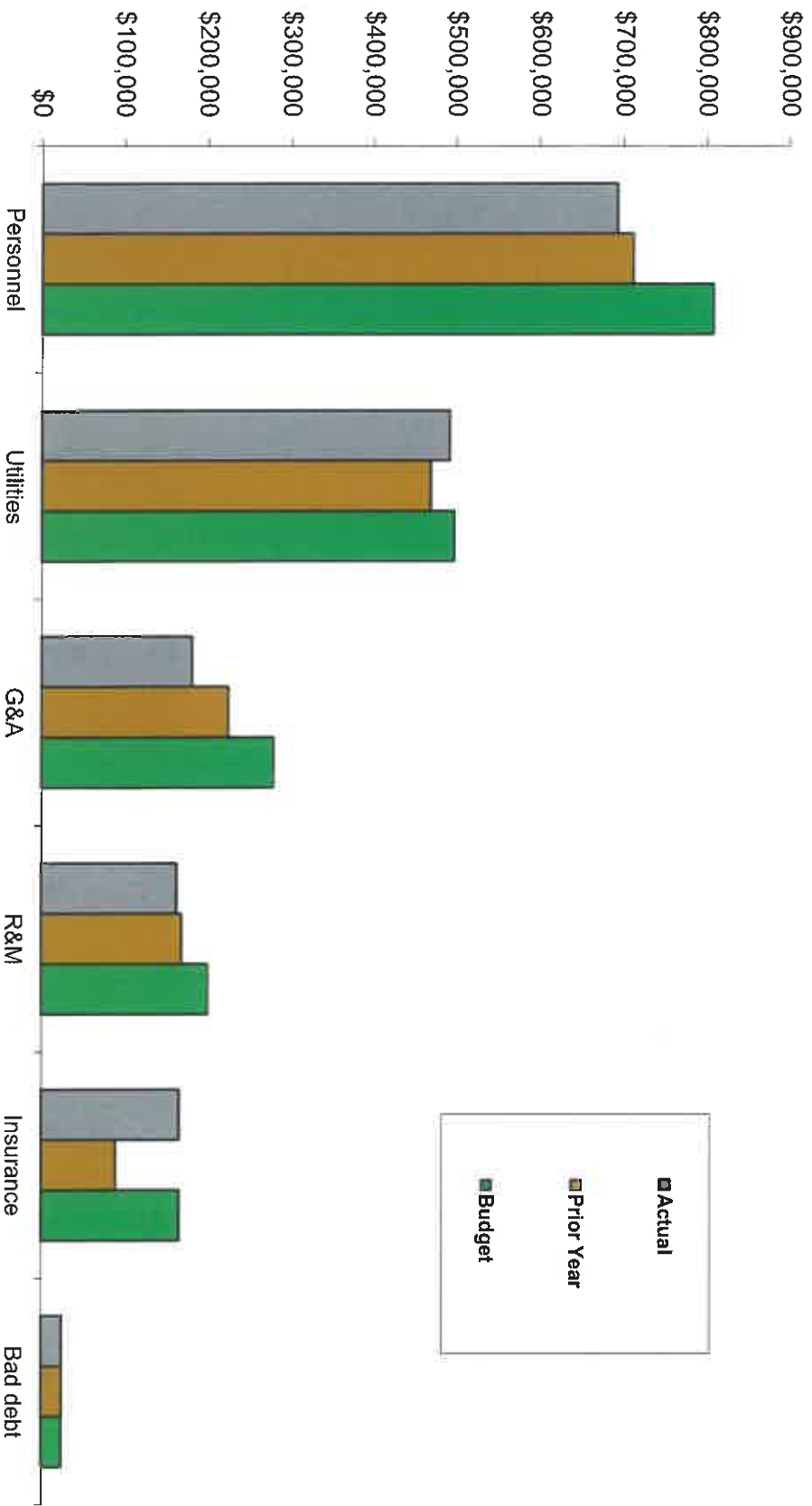
Type	Date	Num	Name	Amount
<b>1001 - 1st Capital Operating Account</b>				
Check	06/07/2022	ATM	NPC Merchant Pymt Proc	-2,826.59
Check	06/09/2022		Payroll Partners	-150.43
Bill Pmt -Check	06/14/2022	19388	Allied Administrators for Delta Dental	-402.14
Bill Pmt -Check	06/14/2022	19389	Alonso's Pumping Services	-675.00
Bill Pmt -Check	06/14/2022	19390	AT&T	-225.89
Bill Pmt -Check	06/14/2022	19391	Auto Care LifeSaver Towing	-1,000.00
Bill Pmt -Check	06/14/2022	19392	Brendon Gray	-525.00
Bill Pmt -Check	06/14/2022	19393	Carmel Marina Corporation	-6,813.72
Bill Pmt -Check	06/14/2022	19394	Castroville "ACE" Hardware	-413.30
Bill Pmt -Check	06/14/2022	19395	Cintas	-558.68
Bill Pmt -Check	06/14/2022	19396	Corralitos Electric	-1,160.71
Bill Pmt -Check	06/14/2022	19397	Damm Good Water	-52.40
Bill Pmt -Check	06/14/2022	19398	Doctors on Duty	-245.00
Bill Pmt -Check	06/14/2022	19399	Ferrante, Vincent	-648.61
Bill Pmt -Check	06/14/2022	19400	IPFS Corporation	-199,225.11
Bill Pmt -Check	06/14/2022	19401	JD's Plumbing, Inc.	-1,790.00
Bill Pmt -Check	06/14/2022	19402	Johnson Electronics, Inc.	-120.00
Bill Pmt -Check	06/14/2022	19403	MBS Business Systems	-70.25
Bill Pmt -Check	06/14/2022	19404	Michael Altieri	0.00
Bill Pmt -Check	06/14/2022	19405	Monterey County Auditor-Controller	-5,868.00
Bill Pmt -Check	06/14/2022	19406	Monterey One Water	-607.82
Bill Pmt -Check	06/14/2022	19407	Monterey Sanitary Supply	-741.17
Bill Pmt -Check	06/14/2022	19408	Nautical Software Solution	-1,695.00
Bill Pmt -Check	06/14/2022	19409	Pajaro Valley Lock Shop	-1,360.61
Bill Pmt -Check	06/14/2022	19410	Pajaro/Sunny Mesa C.S.D.	-3,551.78
Bill Pmt -Check	06/14/2022	19411	PG&E	-30,000.00
Bill Pmt -Check	06/14/2022	19412	Razzolink, Inc.	-136.85
Bill Pmt -Check	06/14/2022	19413	Richard Simpson	-382.50
Bill Pmt -Check	06/14/2022	19414	Robert McCracken	-600.00
Bill Pmt -Check	06/14/2022	19415	Robert Seals	-500.00
Bill Pmt -Check	06/14/2022	19416	Ron Rogers	-407.50
Bill Pmt -Check	06/14/2022	19417	Tommy Razzeca	-350.00
Bill Pmt -Check	06/14/2022	19418	U.S. Bank	-416.58
Bill Pmt -Check	06/14/2022	19419	U.S. Bank - Office Equipment Finance Svc	-260.59
Bill Pmt -Check	06/14/2022	19420	Unified Building Maintenance	-1,350.00
Bill Pmt -Check	06/14/2022	19421	United Site Services of Calif., Inc.	-539.54
Bill Pmt -Check	06/14/2022	19422	Valero Marketing and Supply Company	-500.17
Bill Pmt -Check	06/14/2022	19423	VALIC	-1,788.29
Bill Pmt -Check	06/14/2022	19424	Ventek International	-1,275.00
Bill Pmt -Check	06/14/2022	19425	Verizon Wireless	-111.32
Bill Pmt -Check	06/14/2022	19426	Vision Sevice Plan	-94.37
Bill Pmt -Check	06/14/2022	19427	AT&T	-458.05
Bill Pmt -Check	06/14/2022	19428	Carmel Marina Corporation	-1,652.00
Bill Pmt -Check	06/14/2022	19429	Monterey One Water	-7,353.24



**Moss Landing Harbor District  
Warrant Listing  
As of June 30, 2022**

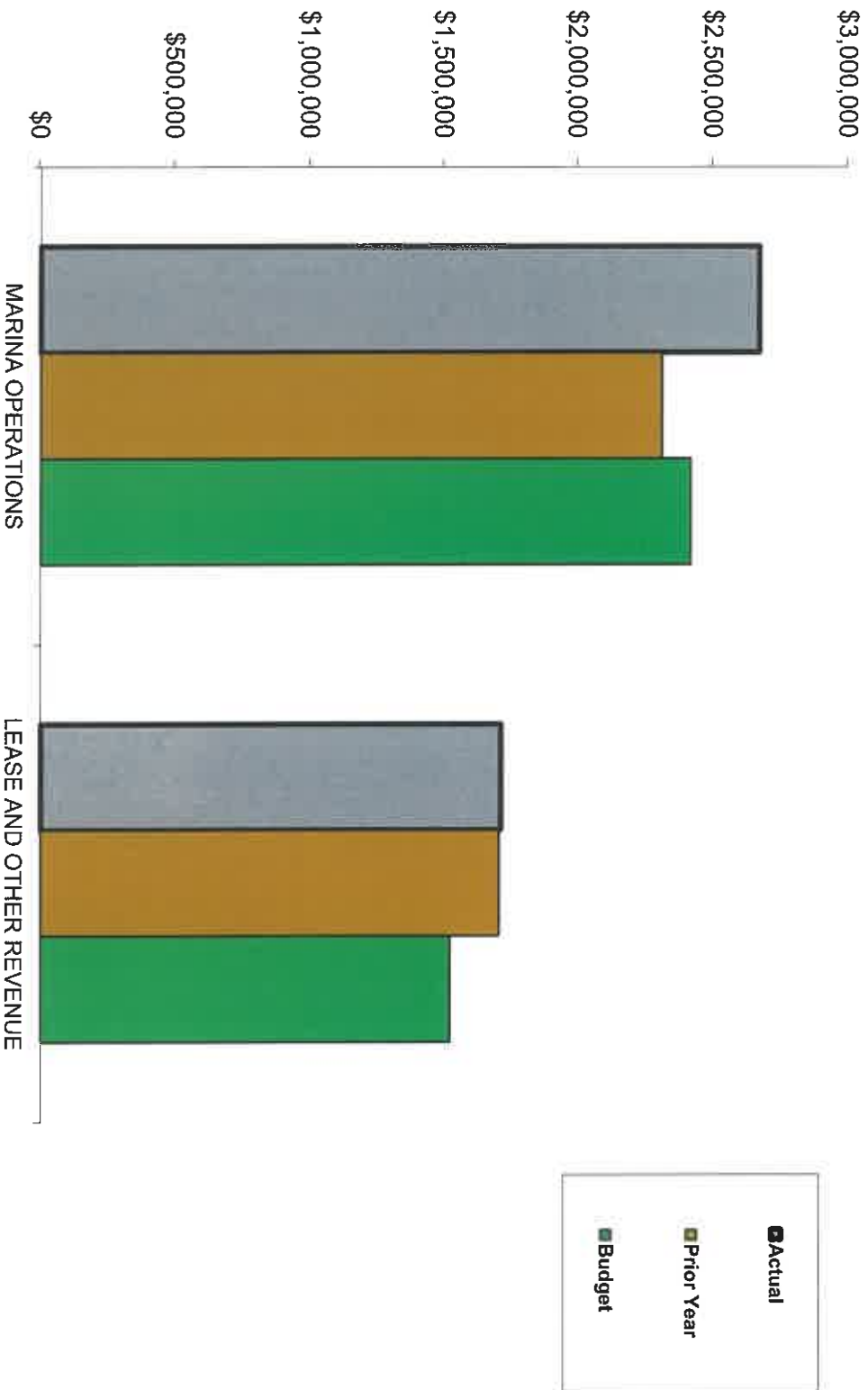
<u>Type</u>	<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Amount</u>
Bill Pmt -Check	06/14/2022	19430	AT&T	-603.32
Bill Pmt -Check	06/14/2022	19431	Carmel Marina Corporation	-2,361.46
Bill Pmt -Check	06/14/2022	19432	Carmel Marina Corporation	-214.78
Bill Pmt -Check	06/14/2022	19433	Mechanics Bank	-266.56
Bill Pmt -Check	06/16/2022	19434	Icon Building & Developement, Inc.	-146,000.00
Check	06/23/2022		Payroll Partners	-149.47
Check	06/24/2022	4037	Ferrante, Vincent	-114.06
Check	06/24/2022	4038	Goulart, James	-114.07
Check	06/24/2022	4039	Jeffries, Russell	-114.05
Check	06/24/2022	4040	Neal Norris	-451.55
Check	06/24/2022	4041	Peter Bueno	-555.67
Check	06/24/2022	4042	Dennis Dixon	-83.36
Bill Pmt -Check	06/28/2022	19435	Big Creek Lumber	-63.31
Bill Pmt -Check	06/28/2022	19436	California Marine Affairs and Navigation	-1,350.00
Bill Pmt -Check	06/28/2022	19437	CalPERS	-5,725.00
Bill Pmt -Check	06/28/2022	19438	David Aram Bohigian	-885.00
Bill Pmt -Check	06/28/2022	19439	Freedom Tune Up	-111.03
Bill Pmt -Check	06/28/2022	19440	Jarvis Fay, LLP	-2,880.00
Bill Pmt -Check	06/28/2022	19441	JD's Plumbing, Inc.	-525.00
Bill Pmt -Check	06/28/2022	19442	Purchase Power	-451.02
Bill Pmt -Check	06/28/2022	19443	Revel Enviornmental Manufacturing , Inc.	-600.60
Bill Pmt -Check	06/28/2022	19444	Sheila Texeria	-382.50
Bill Pmt -Check	06/28/2022	19445	U.S. Bank - Office Equipment Finance Svc	-303.83
Bill Pmt -Check	06/28/2022	19446	United Site Services of Calif., Inc.	-562.05
Bill Pmt -Check	06/28/2022	19447	Vision Sevice Plan	-28.97
Bill Pmt -Check	06/28/2022	19448	Wald, Ruhnke & Dost Architects, LP	-5,450.00
Bill Pmt -Check	06/28/2022	19449	WASH	-202.08
Bill Pmt -Check	06/28/2022	19450	Wendy L. Cumming, CPA	-3,407.50
Total 1001 - 1st Capital Operating Account				-452,859.45
<b>TOTAL</b>				<b>-452,859.45</b>

**Operating Expenses  
Year to Date Actuals vs. Budget and Prior Year  
June 30, 2022**

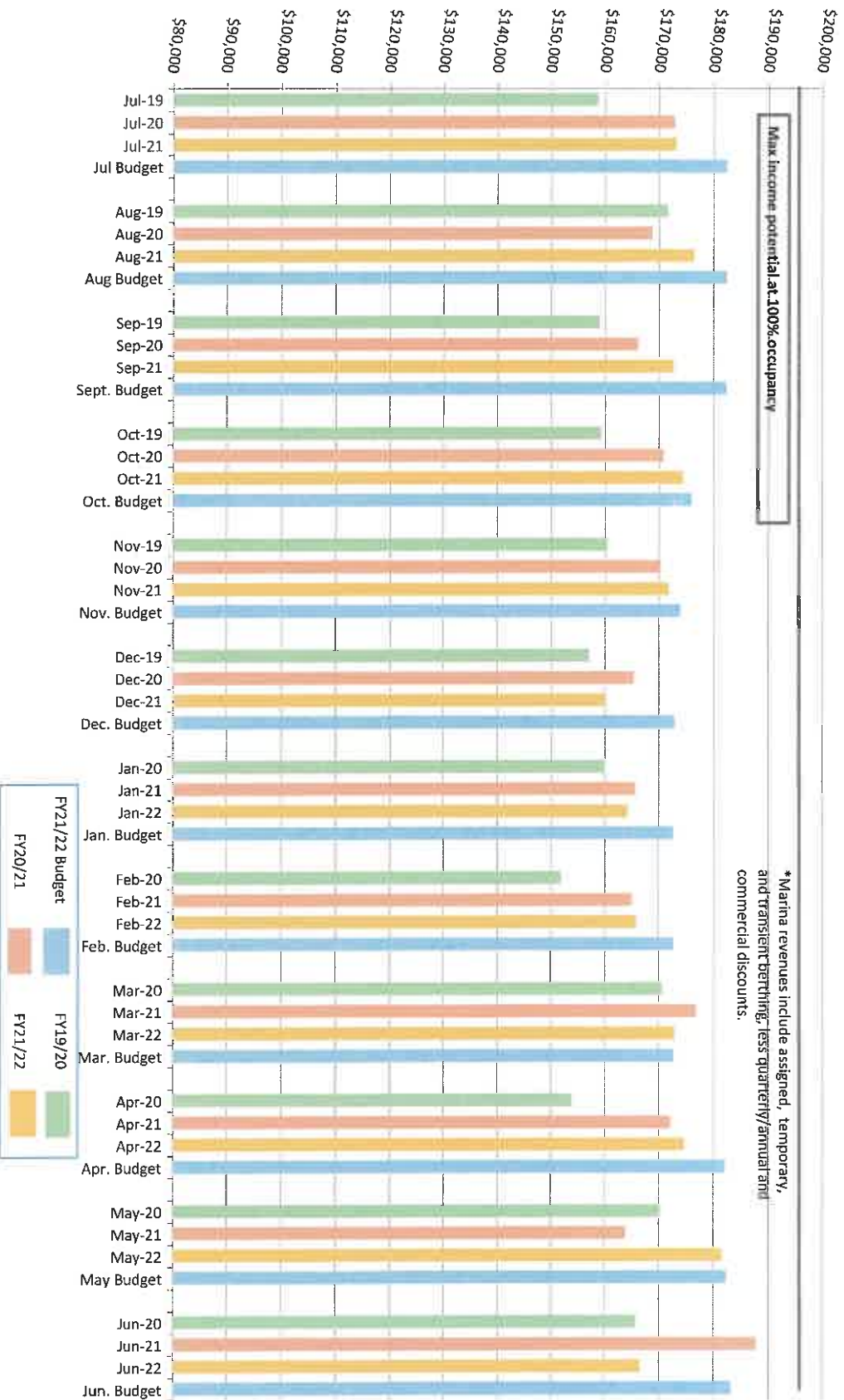


**\*\*Expenses Exclude Dredging, Depreciation and Interest Expenses\*\***

**Marina, Lease and Other Revenue  
Year to Date Actual vs. Budget and Prior Year  
June 30, 2022**



# Moss Landing Harbor District Marina Revenue\* (Berthing) - 3 Year Comparison





**BOARD OF HARBOR COMMISSIONERS**

Russell Jeffries  
Tony Leonardini  
Vincent Ferrante  
James R. Goulart  
Liz Soto

7881 SANDHOLDT ROAD  
MOSS LANDING, CA 95039

TELEPHONE – 831.633.5417  
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**GENERAL MANAGER  
HARBOR MASTER**

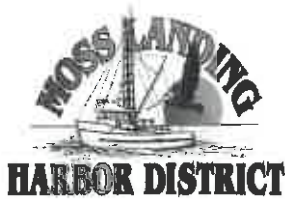
Tom Razzeca

**STAFF REPORT**

**ITEM NUMBER 03 – PROJECT STATUS  
BOARD MEETING JULY 27, 2022**

- 1. North Harbor Building:** As the Real Property Committee continues ongoing negotiations with a potential tenant of the Building staff is beginning the process to complete the Building and making it ready for a building tenant's occupancy. The Districts consultant is currently working on construction plans that will be used for permitting prior to the projects bid opening.
- 2. North Harbor Inn Project:** This project remains on hold while the District explores options with the property.
- 3. Cannery Building HVAC and Penthouse Mechanical Room:** This project is in process as a notice to proceed has been issued to our Contractor Icon Building & Development Inc. Icon has begun ordering material needed to complete the project and staff expects work to begin any day if it has not already by this meeting.
- 4. Demolition of Pot Stop Building:** A bid opening took place on June 22, 2022 where 2 bids were received with Randazzo Enterprises Inc. coming in with the low bid of \$93,958. Resolution 22-10 is on tonight's agenda to accept the Randazzo bid and move forward with the project.
- 5. Tsunami Damage Project:** Resulting from the tsunami that took place on January 15, 2022, staff has discovered that the District has sustained damage to piles, docks and navigation channels in the Harbor. Staff and our consultants are currently working with California Office of Emergency Services personnel in an attempt to acquire emergency funding to financially assist the District with repair to the damaged sustained during the incident. Staff requested an update from CalOES recently and was notified that our emergency funding application is still in the review process. Staff has begun having our consultant prepare construction plans for the dock infrastructure and shoreline damage which will be used for permitting of the project once complete. Staff will continue to update the Board and public as we have additional information moving forward in the process.

*SERVING COMMERCIAL FISHING AND RECREATIONAL BOATING SINCE 1947*



BOARD OF COMMISSIONERS  
 Russ Jeffries  
 Tony Leonardini  
 Vince Ferrante  
 James R. Goulart  
 Liz Soto

7881 SANDHOLDT ROAD  
 MOSS LANDING, CA 95039

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GENERAL MANAGER  
 HARBORMASTER  
 Tommy Razzeca

## STAFF REPORT

### ITEM NUMBER 04 – SUMMARY OF PERMITS ISSUED BOARD MEETING OF JULY 27, 2022

Permittee	Issue Date	Status	Permit Type	Exp. Date
Elkhorn Slough Research Foundation	01/01/2022	Current	Facilities Use	01/01/23
Blue Ocean Whale Watch	2/18/2022	Current	Facilities Use	2/18/2023
Whisper Charters	2/28/2022	Current	Facilities Use	2/28/2023
Fast Raft	3/28/2022	Current	Facilities Use	3/28/2023
Monterey Eco Tours	4/16/2022	Current	Facilities Use	4/16/2023
Oceanic Expeditions	4/21/2022	Current	Facilities Use	4/21/2023
Venture Quest Kayaking	6/12/2022	Current	Facilities Use	6/12/2023
Monterey Bay Hydrobikes	6/12/2022	Current	Facilities Use	6/12/2023
Reel Nasty Sportfishing	6/12/2022	Current	Facilities Use	6/12/2023
Kayak Connection	6/30/2022	Current	Facilities Use	6/30/2023
Sanctuary Cruises	6/30/2022	Current	Facilities Use	6/30/2023
Sea Goddess Whale Watching-Tours	6/30/2022	Current	Facilities Use	6/30/2023
MBARI-Slough Test Moorings	6/30/2022	Current	Facilities Use	6/30/2023
Slater Moore Photography	07/07/2022	Current	Facilities Use	07/07/2023
Peninsula Dive Services	09/30/2021	Current	Facilities Use	09/30/2022
Elkhorn Slough Safari - Tours	10/19/2021	Current	Facilities Use	10/19/2022
Blue Water Ventures	10/30/2021	Current	Facilities Use	10/30/2022
Wild Fish-Vicki Crow	11/20/2021	Current	Peddlers	11/20/2022



BOARD OF COMMISSIONERS  
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GENERAL MANAGER  
HARBORMASTER  
Tommy Razzeca

## STAFF REPORT

ITEM NUMBER 05 – MEETING ANNOUNCEMENTS  
BOARD MEETING OF JULY 27, 2022

Monterey County Fish and Game Advisory Commission – Meetings are on the 2nd Tuesday of even months. <http://www.co.monterey.ca.us/bcandc/fishgame.html>

Moss Landing Chamber of Commerce Meetings – Due to COVID-19 all meetings are done by E-mail until further notice but will eventually resume on the 2<sup>nd</sup> Thursday of each month in Moss Landing Harbor District Board Room, 4 p.m.

Monterey Bay Sanctuary Advisory Council Meetings – 2022 - <https://montereybay.noaa.gov>

**August 19<sup>th</sup>**  
Moss Landing



**BOARD OF COMMISSIONERS**

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Tony Leonardini  
Vincent Ferrante  
James R. Goulart  
Liz Soto

7881 SANDHOLDT ROAD  
MOSS LANDING, CA 95039

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**GENERAL MANAGER  
HARBOR MASTER**

Tom Razzeca

**STAFF REPORT**

**ITEM NUMBER 06 - LIVEBOARD REPORT  
BOARD MEETING OF JULY 27, 2022**

Pursuant to Ordinance Code §6.110 D) 1), attached is the report containing the names of all permitted live aboard vessels and all persons living aboard. The permits for these live boards have automatically renewed through the last day of this month. As of this writing, there are no (0) revocation actions pending.

<u>Name</u>	<u>Vessel</u>
1. Hartman, Guenter	Taku, CF 7913 KL
2. Jones, L	Intrepid CF 0292 VE
3. Matsunaga, F	Mon Rochelle CF 8424 FB
4. Burns, P.	Tralfamadore, CF 9430 GL
5. Byrnes, K.	Grand Slam, CF 4540 FE
6. Doyle, M	Billikon, CF 3946 TM
7. Cayuela, R.	Rachel Angelet, CF 6969 UB
8. Michael, McVay	Gaviota, CF 4863 FP
9. Hughes, S	Sojourn, on 1067078
10. Dunn, J	Knot To Worry, CF 6383 GU
11. Chambers, B.	Pyxis, ON 984193
12. Watwood, Preston	Robert Parker, CF 2116 UZ
13. Clark D.	Seaside Escape CF 4356 HW
14. Degnan, P.	No Name, CF 8344 GT
15. Lopez, M	Bust Loose CF 3450 GL
16. Elwell, G.	Pearl, ON 557575
17. Faneuf, C.	Ghost Ryder ON 1048498
18. Buford, C	No Name, CF 9215 EF
19. Potter, D.	Danu CF 4085 GC
20. Listle, A	Tekin ON 616325
21. Glovin, D	Aint to Shabby CF 7434 SL
22. Laoretti, P/ Laoretti, S	Shaka, ON 699611
23. Johnston, Bill	Heart Of Gold, CF 7590 EP

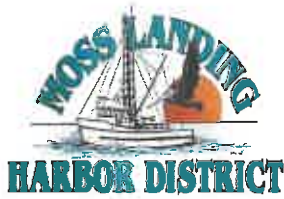
**SERVING COMMERCIAL FISHING AND RECREATIONAL BOATING SINCE 1947**



24. Groom D
25. Jones, H.
26. Jones, T.
27. Kennedy C.
28. Ayres, Lloyd
29. Knudson L/Knudson A.
30. Malone, RJ
31. Marsee, E, Lynch, C
32. Burnett, Gary
33. Maris, T.
34. Robinson, D/ Robinson, L
35. Nieman J
36. Niswonger, R.
37. Cain, C
38. Otis, T.
39. Paul, J
40. Schlegelmilch, William
41. Velaquez F
42. Raaphorst, D.
43. Reins, D.
44. Rotger, M.
45. Dyer, B
46. Piro, Daniel
47. Schmidt, L
48. Sopota, M
49. Silveira, P
50. Salisbury, J.
51. Thomas, B.
52. Tufts, M.
53. Syracuse, Mike
54. Wolinski, Peter
55. Morgan, J
56. Samuelson, T.
57. Andrews, R/
58. Riberal, Y/ Eric Duekerson
59. Schwontes, N/ Mosolov, A
60. Bowler, J

- Phoenix, CF 5084 GJ
- Laetare, CF 5495 YB
- Sanity, CF 5249 SC
- Aztlan, ON 281903
- Gaviota, CF 4656 GG
- Spellbound, ON 082155
- Francis W, CF 2017 UZ
- Tolly Craft CF 9521 HT
- Zinful CF5419 JG
- Nimble, CF 3730 KB
- Damn Baby CF 9442 EX
- Inia, ON 1074183
- Illusion, CF 0836 TA
- Sails Call, CF 7291 TG
- Blue Moon, CF 1886 GT
- La Wanda CF 5014 FR
- Bull Dog ON 1219673
- Lorraine CF 0533 JL
- Spirit, ON 664971
- Second Paradise, ON 912484
- Raven, ON 241650
- Star of Light ON 1056334
- Gulf Star CF 6082 GL
- Lady Monroe CF5007 UM
- Mischief Maker, CF 9666 JK
- Quiet times, CF 2067 GC
- Oceanid, CF 4210 GA
- Coho, CF 9974 KK
- Enchantress, CF 0878 SX
- Sea Star, CF 4213 ES
- Muffin, ON 1148169
- Ripple, ON 1037076
- Moonstone CF 5122 GX
- Sea Free ON 613387
- Boss Lady, ON 556296
- Luna Sea, ON 1138367
- Myrtle Mae, CF 3187 FN

Total Number Vessels: 60  
 Total Number Persons: 68  
 Pending Applications -0-



BOARD OF COMMISSIONERS  
 Russell Jeffries  
 Tony Leonardini  
 Vincent Ferrante  
 James Goulart  
 Liz Soto

7881 SANDHOLDT ROAD  
 MOSS LANDING, CA 95039

TELEPHONE – 831.633.2461  
 FACSIMILE – 831.633.1201

GENERAL MANAGER/HARBOR MASTER  
 Tom Razzeca

## STAFF REPORT

ITEM NUMBER 7 - SLIP INCOME REPORT  
 BOARD MEETING OF JULY 27, 2022

Slip Rates 2021/2022 per linear foot:

Assigned: \$8.55/ft./month  
 Temporary: \$12.75/ft./month  
 Transient: \$1.25/ft./day

### INCOME

<u>June 2022</u>	<u>June 2021</u>	<u>June 2022 Budget</u>
\$166,555	\$187,840	\$183,148

For the month, slip income is below budget by \$17k. The below budget amount is attributed to lower assigned, temporary and transient berthing revenue.



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## STAFF REPORT

### ITEM NUMBER 08 – INCIDENT REPORT BOARD MEETING OF JULY 27, 2022

**06/25/2022** Staff received a report from a tenant that another tenant came on his vessel without authorization and took his kitten. Tenant advised to call the Sheriff's office and file a report. The tenants were ultimately able to resolve the issue without any law enforcement or additional Harbor staff involvement.

**07/02/2022** A tenant came into office and claimed that she was bitten on the lip by another tenant's dog. Tenant was asked if she needed medical attention and she said no. Staff then advised her to contact to the Sheriff's office to make a report. Staff was unable to confirm that a dog bit actually took place and was not able to see any physical sign of a bite.

**07/07/2022** A tenants small dingy flipped over in the jetty while he was going out fishing. Tenant was picked up by another tenant who was coming back from fishing. No emergency services needed.

No further incidents to report as of July 22, 2022.



**BOARD OF COMMISSIONERS**

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Tony Leonardini  
Vincent Ferrante  
James Goulart  
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GENERAL MANAGER/HARBOR MASTER  
Tom Razzeca

## **STAFF REPORT**

**ITEM NUMBER 19 – CONSIDER RESOLUTION 22-10 ADOPTING THE MONTEREY COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN  
BOARD MEETING OF JULY 27, 2022**

Representatives from Monterey County will give a presentation to the Board providing information related to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan prior to this action item. Additionally staff has included copies of the plan summary and Annex Q which is the section of the document specific to Moss Landing Harbor District for Commissioners to review.

For the plan to receive final FEMA approval Monterey County and all participating agencies must first adopt the plan, therefore staff recommends that the Board consider Resolution 22-10 adopting the Monterey County Multi-Jurisdictional Hazard Mitigation Plan.

# RESOLUTION 22-10

## A RESOLUTION OF THE BOARD OF HARBOR COMMISSIONERS OF THE MOSS LANDING HARBOR DISTRICT ADOPTING THE 2022 MONTEREY COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

\* \* \* \* \*

**WHEREAS**, the Moss Landing Harbor District (“District”) is vulnerable to natural hazards that may result in loss of life and property, economic hardship, and threats to the public health and safety; and

**WHEREAS**, the District anticipates climate change will exacerbate the severity, frequency, and impacts of natural hazards; and

**WHEREAS**, pro-active mitigation of known hazards before a disaster event can reduce or eliminate long-term risk to life and property; and

**WHEREAS**, the federal Disaster Mitigation Act of 2000 requires all cities, counties, and special districts to have adopted a Hazard Mitigation Plan to receive pre-and post-disaster mitigation funding from the Federal Emergency Management Agency (FEMA); and

**WHEREAS**, a coalition of Monterey County local governments and special districts embarked on a planning process to prepare for and lessen the impacts of specified hazards by updating the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), which is the blueprint for reducing the Operational Area's vulnerability to disasters and hazards; and

**WHEREAS**, the update to the MJHMP has been prepared in accordance with federal laws, including the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended; Disaster Mitigation Act of 2000, as amended; the National Flood Insurance Act of 1968, as amended; and the National Dam Safety Program Act, as amended; and

**WHEREAS**, the MJHMP identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property in the District from the impacts of future hazards and disasters; and

**WHEREAS**, the MJHMP planning partnership and the District completed a coordinated planning process that engaged the public, assessed the risk and vulnerability to the impacts of natural hazards, developed a mitigation strategy consistent with a set of uniform goals and objectives, and created a plan for implementing, evaluating, and revising the strategy; and

**WHEREAS**, each jurisdiction has been responsible for the review and approval of their individual sections of the Plan and the Plan presents the accumulated

information in a unified framework to ensure a comprehensive and coordinated hazard mitigation plan that covers the entire Monterey County Operational Area planning area that is aligned with the goals, objectives and priorities of the State's multi-hazard mitigation plan; and

**WHEREAS**, the result of the countywide organizational effort is a two volume Hazard Mitigation Plan, which will result in a Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (Cal OES) approved multi-jurisdictional, multi-hazard mitigation plan; and

**WHEREAS**, the MJHMP has been reviewed by the California Governor's Office of Emergency Services (Cal OES) and FEMA, Region IX, and said entities have approved it contingent upon its official adoption by the participating governing bodies; and

**WHEREAS**, adoption of the Plan will allow the jurisdictional partners to collectively and individually become eligible to apply for hazard mitigation project funding and demonstrates the commitment of the jurisdictional partners and the District to hazard mitigation and achieving the goals outlined in the Monterey County Multi-Jurisdictional Hazard Mitigation Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Harbor Commissioners of the Moss Landing Harbor District finds this action exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15262 (feasibility and planning studies) and Section 15061(b)(3) (common sense exemption).

**BE IT FURTHER RESOLVED** that the Board of Harbor Commissioners hereby adopts the 2022 Monterey County Multi-Jurisdictional Hazard Mitigation Plan, consisting of Volume 1 in its entirety and the Moss Landing Harbor District's Annex in Volume 2.

**BE IT FURTHER RESOLVED** that the Board of Harbor Commissioners directs staff to:

1. Use the Plan to guide pre-and post-disaster hazard mitigation.
2. Pursue implementation of the identified mitigation actions subject to the limitations of available funding and staff.
3. Coordinate the strategies in the plan with other planning programs and mechanisms under the District's jurisdictional authority.
4. Continue general support of ongoing countywide mitigation efforts.
5. Continue to participate in the regional planning partnership as described by the MJHMP.

**BE IT FURTHER RESOLVED** that the Moss Landing Harbor District will submit this adopted resolution to the California Office of Emergency Services and FEMA Region IX officials to enable the Plan's final approval in accordance with the requirements of the Disaster Mitigation Act of 2000 and to establish conformance with the requirements of AB 2140

\* \* \* \* \*

**CERTIFICATION**

Resolution 22-10 was duly adopted by the Board of Harbor Commissioners of the Moss Landing Harbor District at a regular meeting of the Board held on the 27th day of July, 2022, a quorum present and acting throughout, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

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Russ Jeffries, President  
Board of Harbor Commissioners

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Tommy Razzeca, Deputy Secretary  
Board of Harbor Commissioners

# EXECUTIVE SUMMARY

## HAZARD MITIGATION OVERVIEW

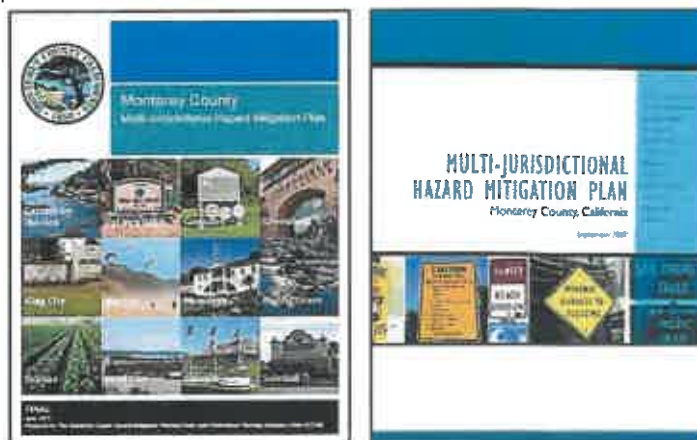
Monterey County is vulnerable to a wide range of natural and manmade hazards. These hazards can threaten the life and safety of residents and visitors and have the potential to damage or destroy both public and private property and disrupt the local economy and overall quality of life. While the threats from hazard events may never be fully eliminated, there is much we can do to lessen their potential impact on our communities. By minimizing the damaging impacts of hazards upon our built environment, we can prevent such events from resulting in disasters. The concept and practice of reducing risks to people and property from known hazards is called hazard mitigation.

Hazard mitigation is the use of long-term and short-term policies, programs, projects, and other activities to alleviate the death, injury, and property damage that can result from a disaster. Monterey County and a partnership of local governments within the County have developed a hazard mitigation plan to reduce risks from natural disasters in the Monterey County Operational Area—defined as the unincorporated county and incorporated jurisdictions within the geographical boundaries of the County. The plan complies with federal and state hazard mitigation planning requirements to establish eligibility for funding under Federal Emergency Management Agency (FEMA) grant programs.

## UPDATING THE MONTEREY COUNTY PLAN

This plan is a comprehensive update of the 2016 Monterey County Multi-Jurisdictional Hazard Mitigation Plan, which covered the unincorporated county, 12 municipalities and 2 special purpose districts. FEMA approved the 2016 plan on March 7, 2016, and it expired on March 7, 2021, the current update meets federal requirements for updating hazard mitigation plans on a five-year cycle. It represents the third iteration of the Monterey County Multi-Jurisdictional Hazard Mitigation Plan, which was initially adopted in 2007.

This Plan was prepared in coordination with FEMA and the California Office of Emergency Services (Cal OES) to ensure that it meets all applicable federal and state requirements. This includes conformance with FEMA's latest Local Mitigation Planning Handbook (released March 2013) and Local Mitigation Plan Review Guide (released October 2011).





## GUIDING PRINCIPLE

The following guiding principle was created and agreed upon by the participants to represent the overall intended outcome of the Plan:

**Reduce the risk to life and property in Monterey County in an efficient and effective manner by decreasing the long-term vulnerability from hazards through coordinated planning, partnerships, capacity building, and implementation of effective risk reduction measures.**

## SCOPE AND AUTHORITY

The Monterey County Multi-Jurisdictional Hazard Mitigation Plan geographically covers the entire area of Monterey County and has multiple participating jurisdictions. This includes Monterey County, 12 incorporated municipalities, and 5 special districts, hereinafter referred to as “participating jurisdictions.”

- Unincorporated Monterey County
- Monterey County Water Resources Agency (MCWRA) (Included with unincorporated Monterey County)
- City of Carmel-by-the-Sea
- City of Del Rey Oaks
- City of Gonzales
- City of Greenfield
- City of King
- City of Marina
- City of Monterey
- City of Pacific Grove
- City of Salinas
- City of Sand City
- City of Seaside
- City of Soledad
- Carmel Area Wastewater District (CAWD)
- Monterey Regional Waste Management District (MRWMD)
- Monterey One Water (M1W)
- Moss Landing Harbor District

Representatives from each participating jurisdiction formed a core planning team, referred to as the Steering Committee, in order to drive the development of the plan update. The Steering Committee was at the core of the MJHMP planning process and was integral to ensuring its success, its implementation, and its future maintenance. The Plan addresses those hazards determined to be of primary or secondary concern to each jurisdiction, as documented in the risk assessment portion of this Plan. Other hazards that pose a low risk or are otherwise

omitted from this Plan will continue to be evaluated during future plan updates, but they may not be fully addressed until they are determined to be of primary or secondary concern to Monterey County. Individual entities are still able to, and are encouraged to, continue to address, and plan for those other hazards as may be appropriate within their jurisdictions.

This Plan must be adopted by all participating jurisdictions in accordance with the authority and police powers granted to local governments under Article 11 of the California Constitution. This Plan was developed in accordance with current federal rules and regulations governing local hazard mitigation plans. The Plan shall be monitored and updated on a routine basis to maintain compliance with the following legislation: Section 322, Mitigation Planning, of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as enacted by Section 104 of the Disaster Mitigation Act of 2000 (Public Law 106-390) and by FEMA's Interim Final Rule published in the Federal Register on February 26, 2002, at 44 CFR Part 201.

## PLAN STRUCTURE

This plan has been set up in two volumes so that elements that are jurisdiction-specific can easily be distinguished from those that apply to the whole County.

**Volume 1** includes the federally required elements of a hazard mitigation plan for all participating jurisdictions. This includes the description of the planning process, public involvement strategy, hazard risk assessments, countywide mitigation actions, and a plan maintenance strategy. Since this is a multi-jurisdictional plan, **Volume 1** addresses the entirety of Monterey County, which includes all participating jurisdictions and the entire geographic boundary of the County.

**Volume 2** contains the Jurisdictional Annexes, which detail the hazard mitigation planning elements specific to each participating jurisdiction in the Monterey County MJHMP Update and includes all federally required jurisdiction-specific elements for each participating jurisdiction. Each annex is not intended to be a standalone document, but annexes to, supplements, and incorporates by reference the information contained in **Volume 1** of the Plan. As such, all information in **Volume 1**, including the planning process and other procedural requirements and planning elements apply to and were met by each participating jurisdiction. The Annexes provide additional information specific to each participating jurisdiction, with a focus on providing additional details on the risk assessment and mitigation strategy.

All participating jurisdictions will adopt Volume 1 in its entirety and their own jurisdiction-specific annex in Volume 2.

## RISK ASSESSMENT

Risk assessment is the process of measuring the potential loss of life resulting from natural hazards, as well as personal injury, economic injury, and property damage, in order to

## COUNTY OF MONTEREY Multi-Jurisdictional Hazard Mitigation Plan

determine the vulnerability of people, buildings, infrastructure, and the environment to natural hazards. For this update, risk assessment models were enhanced with new data and technologies that have become available since 2016. The Steering Committee used the risk assessment to rank risk and to gauge the potential impacts of each hazard of concern in the Operational Area. The risk assessment included the following:

- Hazard identification and profiling
- Assessment of the impacts on physical, social, environmental, and economic assets
- Identification of particular areas of vulnerability
- Estimates of the cost of potential damage.

Based on the risk assessment, hazards were ranked for the risk they pose to the overall Operational Area.

Ranking	Hazard	Degree of Risk
1	Drought & Water Shortage	High
2	Earthquake	Substantial
3	Pandemic	Substantial
4	Wildfire	Substantial
5	Epidemic	Substantial
6	Cyber-Attack	Substantial
7	Utility Interruption/ PSPS	Substantial
8	Localized Stormwater Flooding	Substantial
9	Severe Winter Storms	Substantial
10	Water Contamination	Moderate
11	Windstorms	Moderate
12	Hazardous Materials Incident	Moderate
13	Agricultural Emergencies	Moderate
14	Riverine Flooding	Moderate
15	Sea Level Rise	Moderate
16	Slope Failure	Moderate
17	Flash Flood	Moderate
18	Extreme Heat	Moderate
19	Coastal Flooding	Moderate
20	Coastal Erosion	Moderate
21	Targeted Violence	Possible
22	Invasive Species	Possible
23	Terrorism	Possible
24	Dam Failure	Possible
25	Extreme Cold & Freeze	Possible
26	Mass Migration	Possible
27	Tsunami	Possible
28	Levee Failure	Possible

## MITIGATION GOALS

The Steering Committee reviewed and updated the goals from the 2016 Monterey County Multi-Jurisdictional Hazard Mitigation Plan and confirmed a set of goals. The Steering Committee and planning partners established the following goals for the plan update:

Goal #1	Minimize risk and vulnerability of Monterey County to hazards and protect lives and prevent losses to property, public health, economy, and the environment.
Goal #2	Increase the resilience of infrastructure and critical facilities and reduce long-term vulnerabilities of existing and future critical facilities, property, infrastructure, and high hazard potential dams due to natural hazards.
Goal #3	Build and support capacity to enable local government and the public to prepare for, respond to, and recover from the impact of natural hazards.
Goal #4	Encourage the development and implementation of long-term, cost-effective, and environmentally sound mitigation projects.
Goal #5	Promote and implement hazard mitigation policies and projects that are consistent with state, regional, and local climate action, and adaptation goals.
Goal #6	Inform the public on the risk from hazards of concern and increase awareness, preparation, mitigation, response, and recovery activities to promote public safety.
Goal #7	Enhance codes and their enforcement where feasible, so that new construction can withstand the impacts of known hazards and to lessen the impact of development on the environment's ability to absorb the impact of natural hazards.
Goal #8	Consider the impacts of known hazards in all planning mechanisms that address current and future land uses within the County.
Goal #9	Establish a partnership among all levels of government and the business community to improve and implement methods to protect property.
Goal #10	Encourage hazard mitigation measures that promote and enhance natural processes and minimize adverse impacts on the ecosystem.

## HAZARD PROBLEM STATEMENTS

As part of the planning process, the Steering Committee and planning partners identified key vulnerabilities and hazards of concerns applicable to the entire County. Hazard Problem Statements helped the Steering Committee identify common issues and weaknesses, determine appropriate mitigation strategies, and understand the realm of resources needed for mitigation. The update process resulted in the identification of unique hazard problem statements by individual planning partners, as presented in **Volume 2** of this plan.

In addition, the Steering Committee and planning partners identified countywide problem statements. The Countywide Hazard Problem Statements were based on the risk assessments,

the risk prioritization process, the vulnerability analysis, and local knowledge, as well as the jurisdiction specific problem statements and community and stakeholder input.

Countywide Hazard Problem Statements are identified below:

#### *Drought & Water Shortage*

In Monterey County, water supply is extremely limited during non-drought years. As such, droughts are a serious threat in the County and could have devastating impacts on the agricultural industry, a major economic driver and job provider. Additionally, prolonged periods of drought can reduce water available for residential users and increase water prices.

Governing authorities have been established to limit water use and protect water supply. Procurement of water credits/rights may limit new development necessary to meet increasing housing demands. Periods of drought also lead to increased pumping of groundwater wells, which can exacerbate sea water intrusion into the aquifer, increase land subsidence risks, and effect water quality. Contamination of drinking water, though unlikely, could be catastrophic. Drought conditions are likely to increase in future climate change scenarios.

#### *Earthquake*

Monterey County has several fault systems, including three major active faults: The San Andreas Fault, the Palo Colorado-San Gregorio Fault, and the Monterey Bay-Tularcitos Fault. Due to the location of population centers and building history in the County, any large earthquake will likely have significant impacts on people, property, and critical infrastructure including water systems, telecommunications infrastructure, roads, bridges, healthcare systems, and utilities. Damages and debris could isolate large populations from these critical lifelines. Older unreinforced-masonry structures in the County are particularly vulnerable to earthquake risk. An earthquake can also produce cascading impacts due to urban conflagration, wildfires, seiches, landslides, tsunamis, dam failure, and levee failure.

#### *Pandemic/ Epidemic*

The whole population of Monterey County is vulnerable to disease. The impacts of the COVID-19 Pandemic on the County have demonstrated the catastrophic risks that can be associated with large-scale disease outbreaks. Critical healthcare systems can become overwhelmed, limiting access to life-saving medical services. Continuity of government due to impacted workforces can result in limitations to essential government services. Disease outbreaks can place a disproportionate burden on the County's most vulnerable populations. Additionally, due to the large number of transient populations, such as tourists and migrant farmworkers, eradication of any new disease outbreak can be difficult without significant impacts to industry and the local economy.

#### *Wildfire*

California, and subsequently Monterey County, is in cycle of extreme heat, drought, and fire, all amplified by climate change. Wildfires are a natural part of the California environment; however, fire behavior has increased in frequency, size, and impact from longer wildfire

“seasons.” Deferred vegetation management and population sprawl in the wildland urban interface and intermix, have increased probability and impact of wildfires. Sudden oak death and invasive species have created unhealthy forests. Large wildfires, such as the 2020 Wildfires in Monterey County, can cause housing inventories to become significantly limited thus increasing the demand on the housing market; additionally, many property owners have been unable to obtain or retain fire insurance at an affordable price or at all. Pre-existing water supply challenges in the County can lead to limited water available for fire suppression.

#### *Cyber-Attack*

Nearly every aspect of life in Monterey County is dependent on systems and resources connected and managed through computer systems. Cyber-attacks can have catastrophic impacts on the ability of government, public and private entities to access banking, electricity, water, telecommunications, transportation, and other information systems necessary for survival. Due to the tightly coupled nature of technological system and critical lifelines, any failure of service continuity could cost lives.

#### *Utility Interruption/ PSPS*

Heat-related equipment failures and electrical infrastructure igniting wildfires has resulted in unintentional and intentional rolling blackouts and power shutoffs throughout the County. Public Safety/ Utility Initiated Power Shut Offs to prevent wildfire ignition can have notably significant impacts due to the length of disruption time, limited efficacy of the strategy, and the effect on first responder capabilities. Extreme and prolonged heatwaves across the state increase the demand for use of the aging electrical grid, significantly depleting electricity reserves resulting in blackouts. Heatwaves are expected to increase in intensity and magnitude due to climate change, which will likely exacerbate this problem. Traditional energy sources increase climate change risk and are failing more consistently, but energy alternative technology cannot meet current nighttime demand.

Additionally, Monterey County has limited microgrids and reliance on the macro-grid makes the County vulnerable to rolling and prolonged power outages. Over the last decade Monterey County residents have begun adjusting to the increasing unreliability of macro utilities. Loss of power for more than a few hours can result in large economic losses, specifically related to food and agriculture. More vulnerable populations in isolated areas or who rely on medical devices are at increased risk during prolonged power outages.

#### *Localized Stormwater Flooding*

Localized flooding has the potential to significantly impact people, property, and critical infrastructure in the County. Undersized and aging drainage infrastructure, deferred maintenance, increased run-off due to drought conditions, the built environment, and trends in precipitation and weather can all increase the risk of localized stormwater flooding. Climate change is likely to exacerbate the intensity and magnitude of precipitation events, increasing the risk associated with localized stormwater flooding causing drainage infrastructure to be undersized in increasingly more common events.



Additionally, unhoused residents living in stormwater drainage areas can lead to increasing flood risk due to accumulated debris and trash, which can complicate both flood response and mitigation activities.

#### *Severe Winter Storms*

Severe winter storms have been increasing in intensity, magnitude, and severity in Monterey County and are associated with a variety of hazards in this Plan. Severe winter storms and heavy rain can have significant impacts including flash flooding, localized stormwater flooding, mudslides, and landslides. Secondary hazards can cause immobility and loss of utilities. Roads may become impassable due to flooding, downed trees, or landslides. Power lines may be downed due to high winds, and services such as water or telecommunications infrastructure may not be able to operate without power.

Stormwater runoff from heavy rains can also impair water quality by washing pollutants into water bodies. Severe winter storms can also cause large storm surge and wave action along the coastline, flooding low lying areas and causing dramatic erosion. Coastal bluff and cliff failure due to erosion can create hazardous conditions due to roadway collapse, undermined home foundations and damage to utilities. Additionally, future sea level rise scenarios are likely to exacerbate coastal and inland flood risks during winter storms.

#### *Road Infrastructure*

The occurrence of any hazard profiled in this Plan in combination with aging and limited road infrastructure can result in limited egress of evacuees and minimal ingress of first responders. Roadways can be compromised in severe weather incidents, further limiting road capacity. Road infrastructure is not developing at a rate commensurate with the rate that population and housing is expanding. Further, the topography of the County limits where new roads can be built.

## MITIGATION ACTION PLAN

The Steering Committee and planning partners selected a range of appropriate mitigation actions to work towards achieving the goals set forth in this plan update, in addition to reducing risks identified in the problem statements. Mitigation actions presented in this update are activities designed to reduce or eliminate losses resulting from hazards. The update process resulted in the identification of mitigation actions for implementation by individual planning partners, as presented in **Volume 2** of this plan.

The Steering Committee reviewed the catalogs of hazard mitigation alternatives and selected area-wide actions to be included in a hazard mitigation action plan. The selection of area-wide actions was based on the risk assessment of identified hazards of concern and the defined hazard mitigation goals and objectives. The countywide hazard mitigation action plan was designed to benefit the whole partnership. The countywide Hazard Mitigation Action Plan includes the following mitigation actions:

Hazard	Mitigation Action
<b>Drought</b>	Provide public information on water conservation and assess the potential for community-wide water conservation programs.
<b>Earthquake</b>	Provide information on earthquake risk and preparedness to the public. Continue to adopt and implement current earthquake building standards and upgrade, remove, or replace unreinforced masonry buildings, as feasible.
<b>Pandemic/ Epidemic</b>	Provide unified information to the public regarding personal protective measures and mitigating strategies in accordance with CDC guidelines. Implement public health measures in government facilities.
<b>Wildfire</b>	Continue to collaborate across the operational area with all jurisdictions with fire protection and suppression responsibility on wildfire mitigation efforts.
<b>Cyber-Attack</b>	Seek to increase redundancy in IT infrastructure, implement protective cyber-security measures, and train staff on common cyber-attack methods.
<b>Utility Interruption</b>	Encourage the development of and use of microgrids and the hardening of utility of infrastructure, where possible. Provide backup generators for critical infrastructure and facilities.
<b>Localized Stormwater Flooding</b>	Maintain good standing in the National Flood Insurance Program and encourage coordination on drainage system maintenance.
<b>Severe Winter Storms</b>	Maintain StormReady and TsunamiReady certification, as applicable.
<b>Climate Change</b>	Support, encourage, and implement, when feasible, countywide climate action, adaptation, and resiliency initiatives.
<b>All Hazards</b>	Incorporate and make consistent other planning documents with appropriate goals, policies, and objectives to address hazards identified within the Multi-Jurisdictional Hazard Mitigation Plan.

## IMPLEMENTATION

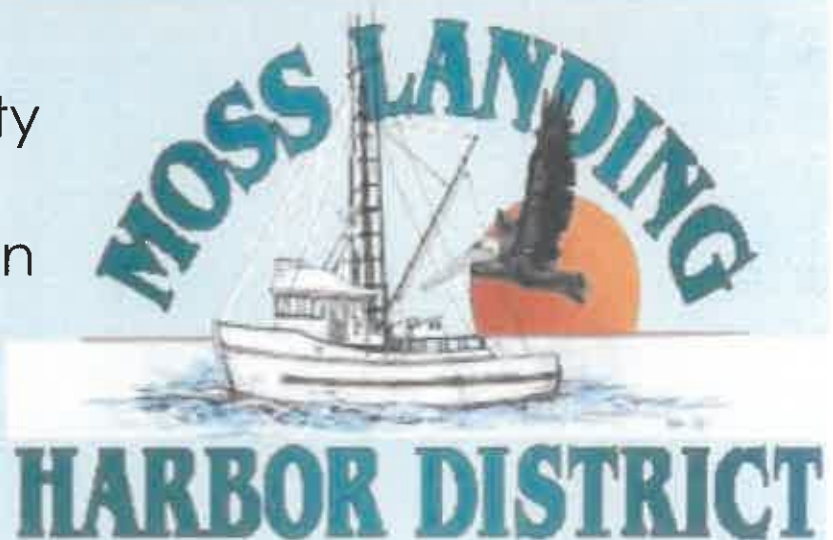
The Steering Committee developed a plan implementation and maintenance strategy that includes annual progress reporting, a strategy for continued public involvement, a commitment to plan integration with other relevant plans and programs, and a commitment to actively maintain the plan over the performance period. Full implementation of the recommendations of this plan will require time and resources. The measure of the plan’s success will be its ability to adapt to changing conditions. The planning partners will assume responsibility for adopting the recommendations of this plan and committing resources toward implementation. The framework established by this plan commits all planning partners to pursue actions when the benefits of a project exceed its costs. The planning partnership developed this plan with extensive public input and support to help ensure the plan’s success.



# ANNEX Q: MOSS LANDING HARBOR DISTRICT



2021 Monterey County  
Multi-Jurisdictional  
Hazard Mitigation Plan



# Q. MOSS LANDING HARBOR DISTRICT

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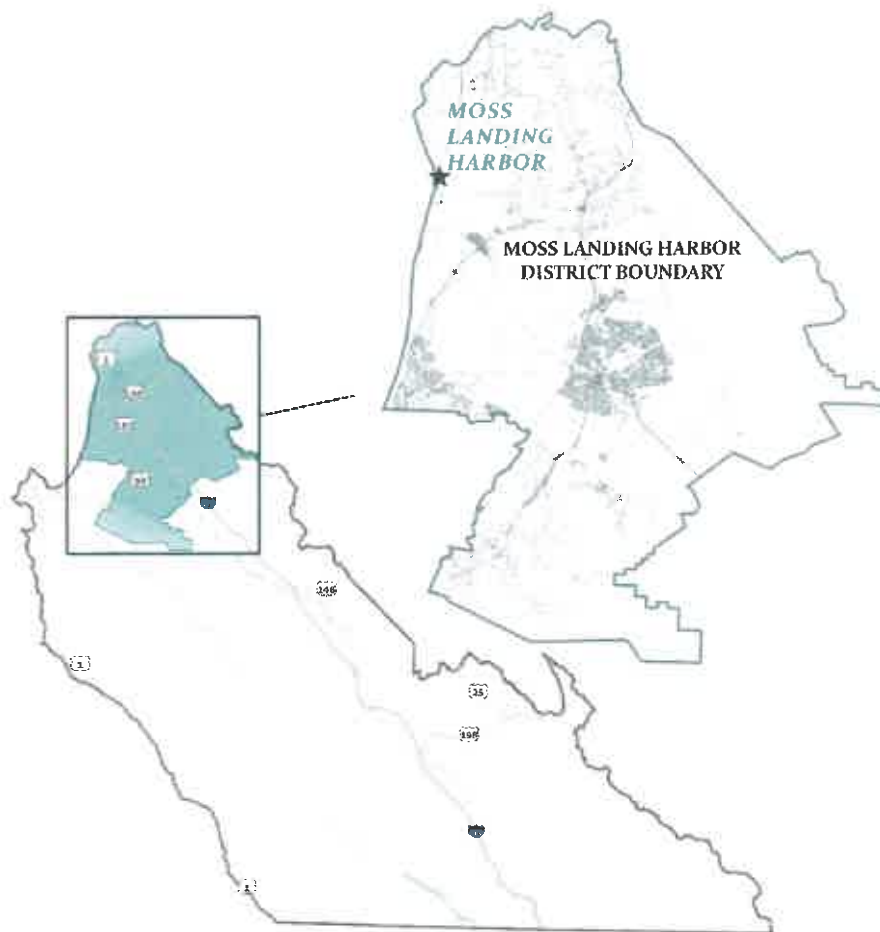
## Q.1 HAZARD MITIGATION PLAN POINT OF CONTACT

### Primary Point of Contact

Tommy Razzeca  
General Manager/Harbor Master  
7881 Sandholdt Road  
Moss Landing, CA 95039  
(831) 633-5417  
[razzeca@mosslandingharbor.dst.ca.us](mailto:razzeca@mosslandingharbor.dst.ca.us)

## Q.2 DISTRICT PROFILE

### Q.2.1 LOCATION



### Q.2.2 SERVICE AREA

The Moss Landing Harbor is the number one commercial fishing harbor in the Monterey Bay with 600+ slips for recreational boaters and commercial vessels. Partnering with marine research and education institutions, the Moss Landing Harbor District provides full public access to the marine environment. Designated as a year-round port of safe refuge, Moss Landing Harbor provides safe, reliable marine refuge and services to members of the boating public. The District covers 364 square miles and extends from the bay east to the San Benito County line, and from the Santa Cruz County line as far south as the Corral de Tierra area.

Moss Landing Harbor supports the research and educational endeavors of the Monterey Bay Aquarium Research Institute and Moss Landing Marine Laboratories. More than 100 active fishing vessels can be berthed in Moss Landing at any time along with 7 research and government vessels. Two eco-tour pontoon boats are docked as well as charter fishing boats, whale watching vessels, kayak rentals and ecotourism businesses.

The Harbor supports commercial fishing and recreational boating as well as restaurants. The Jetty Road sand spit is located along the northeast side of the harbor. The Harbor provides parking and other harbor and beach access facilities which are located within both the north and south harbor areas (north and south of the main harbor entrance). Moss Landing Harbor properties are surrounded by the ocean, Elkhorn Slough, Moro Cojo Slough, and the nearby Salinas River. The proximity to the Monterey Bay National Marine Sanctuary and the ocean makes the Harbor a valuable maritime resource.

The Harbor District was designated a California Certified Clean Marina in 2007 and recertified in 2012. Marinas meeting the criteria for this certification are verified as providing environmentally clean facilities and protecting the state's coastal and inland waters from pollution through compliance with established best management practices.

### Q.2.3 HISTORY

The land, submerged lands and tidelands comprising the Moss Landing Harbor were originally acquired by the State of California upon its admission to the US in 1850. In 1866, a wealthy Texan and retired ship captain named Charles Moss brought his family from Texas to the California shore where they built their new homestead. Realizing the potential of this location, Captain Moss, along with Portuguese whaler Cato Vierra, constructed a 200-foot wharf to establish shipping facilities and a pier for commercial water traffic. The locals thought enough of the captain to eventually call the place Moss Landing. Captain Moss later sold his holdings to the Pacific Coast Steamship Company.

The Moss Landing Harbor District was formed on June 22, 1943 for the purpose of developing a harbor at Moss Landing pursuant to the Federal Harbors and Navigation Code. The Harbor District Board executed an Easement and Franchise Agreement with landowner Wilbur C. Sandholdt granting the District easements and rights-of-way over approximately 13 acres of land through which the harbor channel would be cut.

In 1945, the United States Congress authorized construction of a harbor at Moss Landing by the United States Army Corps of Engineers. In 1947, dredging was completed, piers and wharves were built, and the harbor officially opened. The harbor's early activity level varied over the years with local agricultural production, railroad connections, and commercial fishing and whaling.

## MOSS LANDING HARBOR DISTRICT Multi-Jurisdictional Hazard Mitigation Plan

The State of California granted the Moss Landing Harbor District the Submerged and Tide lands of the Old Salinas River channel below the Potrero and Moss Landing tide gates and includes the main channel of Elkhorn and Bennet sloughs and the coastal tide lands to the north and south of the Moss Landing Harbor entrance.

### Q.2.4 GOVERNING BODY FORMAT

The Moss Landing Harbor District (MLHD) is governed by the Board of Harbor Commissioners and they exercise the powers set forth in Sections 6070-6086 of the California Harbors and Navigation Code. The Board of Harbor Commissioners consists of five members, each of whom is a registered voter residing within the District. Members are elected by the registered voters of the District in a general election pursuant to California Elections Codes Section 32100 and are elected to four-year terms.

In addition to more typical special district legal rights and obligations, harbor districts—because they administer harbors, wharves, and channels—are authorized to pass ordinances and enforce regulations within their boundaries. The District’s personnel are authorized to enforce the California Harbors and Navigation Code. Violations of harbor-related ordinances are typically infractions.

### Q.3 PLANNING PROCESS

The Moss Landing Harbor District followed the planning process explained in **Volume 1** of the plan. In addition to providing representation on the Monterey County Hazard Mitigation Planning Steering Committee, the District formulated their own internal planning team to support the broader planning process. The Moss Landing Harbor District held a Hazard Mitigation Plan Stakeholder meeting to discuss vulnerabilities, key problem statements, and mitigation strategies on September 28, 2021. Key stakeholders present at the meeting included:

- Tommy Razzeca, General Manager/Harbor Master
- Jeff Pritchard, Executive Assistant

### Q.4 FACILITIES

A large amount of harbor related infrastructure was built within the footprint of the historical Old Salinas River. The Harbor entrance is maintained by two large rock jetties that reach more than 1,500 feet out from the main harbor channel into the open Monterey Bay. The jetties and channel are under the jurisdiction of the Army Corp of Engineers. The harbor mouth and main harbor channel are dredged periodically to maintain operational depth. Most of the 2.5 km of the south harbor waterfront is man-made and or hardened with riprap or concrete. Only one quarter (0.5km) of the north harbor waterfront is protected or hardened.

Moss Landing Harbor District jurisdiction extends to the Elkhorn Slough at the “mean high water mark.” The District-owned harbor property is approximately 85 acres, not including submerged lands. It berths over 600 boats, including 350 fishing boats, 200 pleasure craft, 12 research vessels, many transient vessels, and about six tour and charter boats. The District estimates that roughly half of these boats are owned by District residents. The District limits live-aboard boats to approximately 60. The harbor’s commercial boats land Dungeness crab, halibut, king salmon, albacore, rockfish, squid, and a variety of other fish.



## MOSS LANDING HARBOR DISTRICT Multi-Jurisdictional Hazard Mitigation Plan

Facilities include the Main Harbor, located south of the main channel to the Monterey Bay, where larger vessels are berthed. The Main Harbor houses the Harbor Master's office, the Santa Cruz Cannery Building, parking, shower and laundry facilities for slip holders, and a small community park. Adjacent to this area, on District-owned land, is a recreational vehicle park that is open to the public, dry dock storage facilities, a maintenance dock, a maintenance shop building, and a bilge and oil pump-out facility that is available free of charge on a 24-hour basis. There are also new storage unit buildings, which are currently under ground lease. The Harbor has four boat launch ramps, five if the one in Kirby Park is included. The South Harbor includes the following docks: A Dock, B Dock, C Dock, G Dock, H Dock, I Dock, J Dock, E Dock, F Dock, K Dock

The North Harbor lies on the other side of the main channel and primarily serves recreational craft. The north side of the harbor includes a 900-foot public wharf, a 110-foot dock, paved parking, and a four-lane boat launch ramp. There is also a new 9,500 square foot waterfront building in the north harbor.

The District also owns and operates Kirby Park at the east end of Elkhorn Slough, about nine miles inland (via roads) from Moss Landing. This park provides parking and launch ramp for kayaks and other small vessels that can navigate the slough. A wheelchair-accessible nature viewing trail extends from the paved parking area. Other District-owned buildings at the harbor property include a 2,800-square-foot commercial building that is leased to a pottery shop and Monterey Bay Kayaks, a 33,600-square-foot cannery building leased to several marine-related and commercial fishing businesses, and a newly constructed seafood restaurant.

### Q.5 DISTRICT SPECIFIC RISK ASSESSMENT

The intent of this section is to profile the Moss Landing Harbor District's hazards and assess the District's vulnerability distinct from that of the countywide planning area, which has already been assessed in **Volume 1** of the plan. The hazard profiles in **Volume 1** discuss overall impacts to the County and describes the hazards, as well as their extent, magnitude/severity, previous occurrences, and the likelihood of future occurrences. Hazard vulnerability specific to the Moss Landing Harbor District is included in this Annex.

The Moss Landing Harbor District's Planning Team used the same risk assessment process as the Monterey County Steering Committee. The District's Planning Team used the Threat Hazard Risk Assessment (THIRA) Survey to compare the impact of various hazards that could affect the District. Each variable was scored by hazard by the Planning Team on a scale from 1 to 4, or negligible/unlikely to extensive/highly likely/ catastrophic. The score for each variable was calculated using a weighted average of all survey responses. Scores were then added together to determine an overall hazard score between 1 and 16. Each score was associated with a qualitative degree of risk ranking from Negligible (between 1 and 4) to Very High (between 14.1 and 16). The Survey is described in more detail in *Risk Assessment Methods* in **Volume 1**.

*Table Q-1* displays the results of the hazard risk ranking exercise that was performed by the Moss Landing Harbor District's Planning Team.

**MOSS LANDING HARBOR DISTRICT** Multi-Jurisdictional Hazard Mitigation Plan

**Table Q-1  
Threat Hazard Identification Risk Assessment (THIRA): Moss Landing Harbor District**

Hazard	Geographic Extent	Likelihood of Occurrence	Magnitude/Severity	Impact	Total Out of 16	Degree of Risk
Agricultural Emergencies	3.0	2.0	3.0	3.5	11.5	Substantial
Coastal Erosion	4.0	4.0	3.0	3.0	14.0	High
Coastal Flooding	4.0	2.0	3.0	3.0	12.0	Substantial
Cyber-Attack	2.0	2.0	2.0	2.0	8.0	Possible
Dam Failure	-	-	-	-	-	-
Drought & Water Shortage	-	-	-	-	-	-
Earthquake	3.0	3.0	3.0	3.0	12.0	Substantial
Epidemic	2.0	2.0	2.0	2.0	8.0	Possible
Extreme Cold & Freeze	-	-	-	-	-	-
Extreme Heat	-	-	-	-	-	-
Flash Flood	-	-	-	-	-	-
Hazardous Materials Incident	3.0	3.0	3.0	3.0	12.0	Substantial
Invasive Species	-	-	-	-	-	-
Levee Failure	-	-	-	-	-	-
Localized Stormwater Flooding	2.0	2.0	2.0	2.0	8.0	Possible
Mass Migration	-	-	-	-	-	-
Pandemic	2.0	2.0	2.0	2.0	8.0	Possible
Riverine Flooding	2.0	2.0	2.0	2.0	8.0	Possible
Sea Level Rise	4.0	3.0	4.0	4.0	15.0	Very High
Severe Winter Storms	4.0	4.0	4.0	4.0	16.0	Very High
Slope Failure	3.0	2.0	3.0	3.0	11.0	Substantial
Targeted Violence	-	-	-	-	-	-
Terrorism	-	-	-	-	-	-
Tsunami	3.0	3.0	3.0	3.5	12.5	High
Utility Interruption/ PSPS	2.0	2.0	3.0	3.0	10.0	Moderate
Water Contamination	-	-	-	-	-	-
Wildfire	-	-	-	-	-	-
Windstorms	2.5	2.5	2.5	2.5	10.0	Moderate

**Q.5.1 AGRICULTURAL EMERGENCIES**

Though the Harbor District’s facilities are unlikely to experience any impacts associated with agricultural emergencies, an agricultural emergency caused by a chemical spill along the Salinas River could have serious impacts on the waterways. Contaminated sediment is very difficult to dispose so an agricultural emergency could have critical impacts on dredging operations.

### Q.5.2 COASTAL EROSION

All Harbor facilities are at risk due to coastal erosion. Determination of assets at risk was based on analysis completed for the AB 691 Sea-Level Rise Assessment for Moss Landing Harbor (CCWG, June 2019). By 2030, coastal erosion of the sand spit that protects Moss Landing Harbor from ocean waves is predicted to be significant unless protective/adaptive actions are taken. Wave impacts along the beach are predicted to compromise dunes and coastal structures and reduce the long-term protection to the harbor.

By 2060, coastal erosion of the sand spit that protects Moss Landing Harbor from ocean waves is predicted to be significant and possibly jeopardize the harbor unless protective/adaptive actions are taken. Erosion of the dune barrier will likely lead to wave overtopping of the remaining dunes, allowing waves to enter the harbor, leading to vessel and dock damage and significant sedimentation. Failure of dunes are predicted along the entire stretch that parallels the harbor. Dunes adjacent to north harbor and dunes south of Sandholdt road have no structures or coastal armoring to reduce erosion, but also retain some natural dune building and migration capacity lost to development along Sandholdt Road. If dunes are allowed to migrate inland, these areas may retain their protective service. The impacts of sea level rise may also lead to significant erosion to Kirby Park launch ramp and parking area. By 2100, Winter storm waves and coastal erosion will likely bisect the sand spit above and below the Sandholdt Bridge, leading to limited use of the granted lands as a safe harbor marina.

### Q.5.3 DAM AND LEVEE FAILURE

#### *Dam Failure*

Releases from both the Nacimiento and San Antonio reservoirs flow northward towards the Monterey Bay through the channel of the Salinas River, which outlets to the ocean near the Harbor. A dam or spillway failure of the Nacimiento or San Antonio dam could expose the Harbor's facilities to dam failure inundation risk, but this risk is likely to be minor.

#### *Levee Failure*

Multiple levees protect agricultural land along Elkhorn, Moro Cojo, and Bennett Sloughs. A failure of any of these levees is unlikely to have a significant impact on the Harbor, but it could change the flood management regime in the area, which could cause long-term residual impacts that could not be predicted at this time. Additionally, a levee failure could lead to increases in sedimentation in the Harbor that could affect dredging operations.

### Q.5.4 DROUGHT AND WATER SHORTAGE

Drought is unlikely to have a major impact on the Harbor District's facilities or operations.

### Q.5.5 EARTHQUAKE

Most of the Harbor's facilities are designed to the latest building codes to handle seismic events. However, damage to Harbor facilities could still occur if a large enough earthquake were to occur. Additionally, the Harbor District Office Building was built before a number of seismic codes were in place and is likely vulnerable to seismic risks. An earthquake would also likely impact bridges surrounding the Harbor which could make it impossible to access the Harbor.

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The Harbor is also located in an area that is susceptible to liquefaction risk and this could be a major risk if an earthquake were to occur. In Moss Landing, following the Loma Prieta Earthquake, liquefaction destroyed the causeway that carried the Moss Beach access road across a tidewater basin, damaged the bridge linking Moss Landing spit to the mainland and cracked the paved road on Paul's Island. Another large earthquake occurrence is likely to cause liquefaction in this area.

### Q.5.6 FLOODING

All Harbor facilities are at risk due to flooding as the Harbor is surrounded by water- the ocean, Elkhorn Slough, Moro Cojo Slough, and the nearby Salinas River. This risk is likely to increase with sea level rise.

### Q.5.7 HAZARDOUS MATERIALS INCIDENT

Highway 1 and a number of industrial and commercial facilities are in close proximity to the Harbor. Oil spills in the Harbor is another large concern. The largest impact of a hazardous materials incident would be the effect on water quality, as well as people and residents in the Harbor. A hazardous materials incident could contaminate sediment, which would complicate dredging operations since contaminated sediment is very difficult to dispose of.

### Q.5.8 HUMAN CAUSED HAZARDS

It is often quite difficult to quantify the potential losses from human-caused hazards. While facilities themselves have a tangible dollar value, the impact to identified values will vary from event to event and depend on the type, location, and nature of a specific incident. The Harbor is unlikely to be a major target for terrorism or targeted violence, but it is a possibility.

### Q.5.9 PUBLIC HEALTH HAZARDS

Based on the experience of the COVID-19 pandemic, it is noted that pandemic or epidemic could impact parking and tourism revenue, as well as effect businesses which operate out of the Harbor.

### Q.5.10 SEVERE WEATHER

All severe weather events profiled in this Plan have the potential to affect the District's facilities and infrastructure, but severe winter storms are the weather hazard of highest concern. Severe winter storms have the potential to create numerous flooding issues. Winter storms can cause riverbanks to fail and erode coastal dunes, which leads to more sedimentation in the Harbor. This then requires more frequent dredging of the Harbor and the need for bank stabilization projects. Flooding risks during winter storm events is predicted to increase significantly due to climate change and sea level rise. Data from the Sea-Level Rise Assessment for Moss Landing Harbor (CCWG, June 2019) indicates that by 2030, winter storms could lead to flooding of the parking areas of South and North Harbor and limit access to the Moss Landing island during storms.

### Q.5.11 SLOPE FAILURE

The main impact to Harbor facilities and infrastructure from slope failure would be flood risk. The failure of coastal dunes and nearby riverbanks is likely to exacerbate flood risk in the Harbor.



### Q.5.12 TSUNAMI

All Harbor facilities are located in a mapped tsunami inundation zone. The largest impact of a tsunami would be the destruction of dock structures, but a large enough tsunami could have catastrophic impacts on the Harbor.

### Q.5.13 UTILITY INTERRUPTION

All critical facilities and infrastructure that is operated by electricity is exposed and vulnerable to utility interruption. Much of Harbor's facilities are reliant on electricity to function. The main concern of an extended utility interruption would be the impact to the Harbor's pumps. If boats were to lose battery power, the pumps would be inoperable, and this could cause boats to sink.

### Q.5.14 WILDFIRE

Wildfire does not pose a major threat to the Harbor District.

### Q.5.15 CLIMATE CHANGE AND SEA LEVEL RISE

The effects of climate change are varied and include warmer and more varied weather patterns and temperature changes. Climate change will exacerbate the risk posed by many of the hazards previously profiled in this Plan and have a measurable impact on the occurrence and severity of natural hazards. Sea level rise is likely to impact all Harbor facilities and infrastructure. Determination of assets at risk was based on analysis completed for the AB 691 Sea-Level Rise Assessment for Moss Landing Harbor.<sup>3</sup>

By 2030, flooding is projected to affect portions of the main parking lot, Docks A and B, the small boat launch ramp, and the parking area of North Harbor. If the Moss Landing tide gates fail to restrict high tides, access to some of the harbor infrastructure will be compromised. The greatest tidal flooding impacts will occur during high tides (king tides) during storms that increase wave energy, local ocean levels, and increased river discharge. River discharge during winter storms is predicted to increase. These increases in river flows are predicted to cause localized flooding as stormwater from the watershed meets higher winter ocean elevations in the harbor. Greater velocity discharge from the Old Salinas River into the Harbor is likely and may impact infrastructure in its path. Greater sedimentation of the Harbor due to greater erosion in the watershed is likely.

By 2060, flooding will occur monthly or daily in low-lying areas throughout the Harbor and storm and tidal flooding are predicted to compromise large portions of Harbor infrastructure. Flooding is projected to be extensive within parking areas, dock access ways, launch ramps, and access roads. Flooding of portions of Moss Landing and Sandholdt roads are predicted and will limit access to the Harbor. This would significantly reduce the use of the Harbor and could pose a serious public safety challenge by restricting emergency service vehicles and staff. The Harbor mouth jetty is likely to be overtopped by winter waves, compromising the navigability of the Harbor. Over half of the land in the North Harbor is predicted to be flooded and access to much of the Harbor District's State granted lands will be restricted during high tides. Wave overtopping of the dunes is possible, which would lead to ocean waves and sand draining into Moss Landing Harbor. Combined with loss of the tidal marshes of

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<sup>3</sup> [AB 691 Sea-Level Rise Assessment for Moss Landing Harbor](#), Central Coast Wetlands Group (June 2019)

## MOSS LANDING HARBOR DISTRICT Multi-Jurisdictional Hazard Mitigation Plan

Elkhorn Slough, sedimentation within the Harbor will greatly increase. River discharge during winter storms is also predicted to increase. Increases in river flows are predicted to cause localized stormwater flooding as from the watershed meets higher winter ocean elevations. Sedimentation of the harbor is also likely to increase due to increased erosion within the watershed during high flow events. Increased discharge velocity under Sandholdt Bridge may impact vessels and Harbor infrastructure in south harbor.

By 2100, access to all Harbor infrastructure will be restricted/flooded during daily high tides. Winter storm waves and coastal erosion will likely bisect the sand spit above and below the Sandholdt Bridge, leading to limited use of the granted lands as a safe harbor marina. *Table Q-2* summarizes the Harbor facilities and infrastructure identified by the Sea-Level Rise Assessment for Moss Landing Harbor<sup>4</sup> as vulnerable to various sea level hazards during future time horizons.

**Table Q-2**  
**Moss Landing Harbor District Facilities and Infrastructure Vulnerable to Sea Level Rise Hazards**

Structure	Coastal Erosion			Storm Flooding			Tidal Flooding			Fluvial Flooding		
	2030	2060	2100	2030	2060	2100	2030	2060	2100	2030	2060	2100
Harbor Office						1			1			1
Restroom & Laundry Facilities						3			3			2
Maintenance Shop						1			1			1
Cannery Building					1	1			1		1	1
ML Storage Buildings						2			2			2
Sea Harvest Building					1	1			1			
North Harbor Building						1			1			
Old Pot Stop Building						1			1			
MB Kayak Building					1	1			1			
Used Oil Containment Facility					1	1			1		1	1
Trash Enclosures				1	2	2		1	2	1	1	2
Launch Ramps				2	2	2	2	2	2			
Sewer Lift Stations						2			1			1
Dry Storage					1	1		1	1		1	1
Maintenance Yard						1			1			1
Unimproved Lots				1	1	2		1	2		1	1
Moss Landing Community Park						1			1			1
Pier				1	1	1	1	1	1			
Storm Drains	0	0	0	7	12	16	2	7	15	2	8	8
Docks	0	0	1	12	13	13	12	13	13	10	10	11
Electric Meters	0	0	2	3	6	7	1	5	7	2	5	6

<sup>4</sup> [AB 691 Sea-Level Rise Assessment for Moss Landing Harbor](#), Central Coast Wetlands Group (June 2019)

## Q.6 CAPABILITY ASSESSMENT

The Moss Landing Harbor District performed an inventory and analysis of existing capabilities, plans, programs, and policies that enhance its ability to implement mitigation strategies. This section summarizes the following findings of the assessment:

- An assessment of planning and regulatory capabilities is presented in *Table Q-3*
- An assessment of administrative and technical capabilities is presented in *Table Q-4*
- An assessment of fiscal capabilities is presented in *Table Q-5*
- An assessment of education and outreach capabilities is presented in *Table Q-6*
- An overall self-assessment of capability is presented in Section Q.6.1 in *Table Q-7*

**Table Q-3**  
**Planning and Regulatory Capability**

Document, Program, Requirement	Department	Comments
General Management Plan	☒ • Admin	Ordinance Code is basis of operations
Capital Improvement Plan	☒ • Admin	Capital projects included in the budget and new long range planning efforts are underway
Stormwater Management Plan	☒ • Admin	
Coastal Management Plan	☒ • Admin	
Climate Action/ Adaptation Plan	☒	<a href="#">AB 691 Sea-Level Rise Assessment for Moss Landing Harbor</a> (CCWG, 2019)
Emergency Operations Plan	☒ • Admin	Business Response Plan
Specific Emergency Response Plans	☒ • Admin	Tsunami Harbor Maritime Playbook, Coastal Incident Response Plan, Business Response Plan
Continuity of Operations Plan	☒ • Admin	In Business Response Plan
Evacuation Plan	☒ • Admin	In Business Response Plan
Illness and Injury Prevention Plan	☒ • Admin	In Business Response Plan
Business Response Plan	☒ • Admin	
Hazardous Materials Plan	☒ • Admin	Spill Prevention Plan
Other:	• Dredge Materials Management Plan	

**Table Q-4**  
**Administrative and Technical Capability**

Staff/Personnel Resources	Department	Comments
Planner(s) or engineer(s) with knowledge of land development and land management practices	☒ • Admin	Use consultants as needed
Engineer(s) or professional(s) trained in construction practices related to buildings and/or infrastructure	☒ • Admin	Use consultants as needed

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**Table Q-4  
Administrative and Technical Capability**

Staff/Personnel Resources	Department	Comments
Planner(s) or engineer(s) with an understanding of manmade or natural hazards	<input checked="" type="checkbox"/> • Admin	Use consultants as needed
Building Inspector	<input checked="" type="checkbox"/> • Admin	Use consultants as needed
Emergency Manager	<input checked="" type="checkbox"/> • Admin	General Manager/ Harbormaster
Resource development staff or grant writers	<input checked="" type="checkbox"/> • Admin • Operations	
Public Information Officer	<input checked="" type="checkbox"/> • Admin	General Manager/ Harbormaster
Scientist(s) familiar with the hazards of the community	<input checked="" type="checkbox"/> • Admin	Use consultants as needed
Staff with education or expertise to assess the community's vulnerability to hazards	<input checked="" type="checkbox"/> • Admin	Use consultants as needed
Personnel skilled in Geographic Information Systems (GIS)	<input checked="" type="checkbox"/> • Admin	Use consultants as needed
Maintenance programs to reduce risk	<input checked="" type="checkbox"/> • Admin • Operations	Dredge Materials Management Plan, In-house maintenance Program
Warning systems/services	<input checked="" type="checkbox"/> • Admin • MoCo OES	PA System, OES Reverse 911

**Table Q-5  
Fiscal Capability**

Fiscal Resources	Department	Comments
General Funds	<input checked="" type="checkbox"/> • Admin	
Capital Improvements Project Funding	<input checked="" type="checkbox"/> • Admin	General and trust lands accounts
Special Purpose Taxes	<input type="checkbox"/>	
Stormwater Utility Fees	<input type="checkbox"/>	
Gas / Electric Utility Fees	<input type="checkbox"/>	
Water / Sewer Fees	<input type="checkbox"/>	
Development Impact Fees	<input type="checkbox"/>	
General Obligation Bonds	<input type="checkbox"/>	
Special Tax and Revenue Bonds	<input type="checkbox"/>	
Other:	<ul style="list-style-type: none"> <li>• Berth Rental and Parking Fees</li> <li>• Permit Fees</li> <li>• Services and Equipment Fees</li> <li>• Lease Agreements</li> </ul>	

**Table Q-6  
Education and Outreach Capability**

Educational and Outreach Resources	Department	Comments
Local citizen or non-profit groups focused on environmental protection, emergency preparedness, etc.	<input type="checkbox"/>	
Ongoing public education or information program	<input checked="" type="checkbox"/> • Admin	The District shares public information on their website
Natural disaster or safety related school programs	<input type="checkbox"/>	
Public-private partnership initiatives addressing disaster-related issues	<input type="checkbox"/>	

*Political Capability*

The Moss Landing Harbor District Board is non-partisan and supports reducing risk to Harbor facilities and infrastructure.

**Q.6.1 NATIONAL FLOOD INSURANCE PROGRAM (NFIP)**

The Moss Landing Harbor District is a Special District and is therefore not eligible for flood insurance under the National Flood Insurance Program (NFIP).

**Q.6.2 SELF-ASSESSMENT OF CAPABILITY**

**Table Q-7  
Self-Assessment of Capability**

Capability	Degree of Capability
Planning and Regulatory Capability	Moderate
Administrative and Technical Capability	Moderate
Fiscal Capability	Limited
Education and Outreach Capability	Limited
Political Capability	Moderate
<b>Overall Capability</b>	<b>Moderate</b>

**Q.6.3 OPPORTUNITIES TO EXPAND/ IMPROVE MITIGATION CAPABILITIES**

Planning, regulatory, fiscal, administrative, technical, education, and outreach capabilities can all be expanded or improved using a combination of the following strategies:

- Increase capacity through staffing
- Training, and enhanced coordination among all department and jurisdictions
- Emergency management/hazard specific program enhancements, training, and exercising
- Increased funding opportunities and capacity
- Implementation of mitigation actions and projects



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- Continuous research on grant opportunities for emergency management, hazard mitigation, and infrastructure and community development.

Capabilities and abilities to expand or improve existing policies and programs will be re-evaluated during the next Hazard Mitigation Plan update and annual plan review meetings.

### Q.6.4 INTEGRATION WITH OTHER PLANNING INITIATIVES

The information on hazards, risk, vulnerability and mitigation contained in this hazard mitigation plan is based on the best available data. Plan integration is the incorporation of this information into other relevant planning mechanisms, such as general planning and capital improvement planning. It includes the integration of natural hazard information and mitigation policies, principles and actions into local planning mechanisms and vice versa. Additionally, plan integration is achieved through the involvement of key staff and community officials in collaboratively planning for hazard mitigation. This section identifies where such integration is already in place, and where there are opportunities for further integration in the future.

#### *Existing Integration*

Moss Landing Harbor District was not previously a part of the Monterey County Multi-Jurisdictional Hazard Mitigation Plan.

#### *Opportunities for Future Integration*

As this hazard mitigation plan is implemented, Moss Landing Harbor District will use information from the plan as the best available science and data on natural hazards. The capability assessment presented in this annex identifies codes, plans and programs that provide opportunities for integration. The area-wide and local action plans developed for this hazard mitigation plan include actions related to plan integration, and progress on these actions will be reported through the progress reporting process described in **Volume 1**. New opportunities for integration also will be identified as part of the annual progress report. The plans and programs listed in the Capability Assessment cover the majority of District operations where the hazard mitigation goals are addressed. However, the capability assessment identified the opportunity for future integration of recommendations of the hazard mitigation plan for all the plans and programs listed as they are updated periodically.

## Q.7 PROBLEM STATEMENTS

Problem Statements are statements of particular interest regarding primary hazards of concern, geographic areas of concern, or vulnerable community assets. As part of the planning process, the Districts' Planning Committee identified key vulnerabilities and hazards of concern. The Hazard Problem Statements were primarily derived from Moss Landing Harbor District's Hazard Mitigation Planning Committee and informed by review of existing literature about Moss Landing Harbor District's assets and analysis using best available data relating to the vulnerability analysis for each piece of Moss Landing Harbor District's critical infrastructure. They were developed to assist in the identification and analysis of potential hazard mitigation actions for Moss Landing Harbor District.

## MOSS LANDING HARBOR DISTRICT Multi-Jurisdictional Hazard Mitigation Plan

Hazard Problem Statements helped the Planning Committee identify common issues and weaknesses, determine appropriate mitigation strategies, and understand the realm of resources needed for mitigation. Hazard Problem Statements for the District are identified below:

- Sea level rise has the potential to have catastrophic effects on the Moss Landing Harbor District and is likely to reduce access to many Harbor facilities during large storm events.
- Coastal erosion combined with winter storm events and sea level rise is likely to have major impacts on the Harbor. By 2060, coastal erosion of the sandspit that protects Moss Landing Harbor from ocean waves is predicted to be significant and this could jeopardize the Harbor unless protective actions are taken. By 2100, Winter storm waves and coastal erosion will likely bisect the sand spit above and below the Sandholdt Bridge, leading to limited use of the granted lands as a safe harbor marina.
- A number of hazards in this Plan have the potential to significantly complicate dredging operation. Winter storms can cause riverbanks to fail and erode coastal dunes, which leads to more sedimentation in the Harbor. This then requires more frequent dredging of the Harbor. Hazardous materials incidents can contaminate sediment, which can complicate dredging operations since contaminated sediment is very difficult to dispose of.
- Tsunami, flooding, and severe storms can create strong and unpredictable currents, sudden water-level fluctuations, amplified waves, along with a range of other secondary hazards all of which can severely impact docks, dock structures (piles, pile guides, moorings, cleats), and vessels.
- Various County, State, and Federal agencies have jurisdiction over lands surrounding the Harbor District. This complicates mitigation activities to address many of the hazards discussed in this Plan since the effectiveness of the Harbor's actions depends on the actions of other agencies.

### Q.8 MITIGATION GOALS, STRATEGIES, AND ACTIONS

The mitigation strategy is the guidebook to future hazard mitigation administration, capturing the key outcomes of the MJHMP planning process. The mitigation strategy is intended to reduce vulnerabilities outlined in the previous section with a prescription of policies and physical projects. These mitigation actions should be compatible with existing planning mechanisms and should outline specific roles and resources for implementation success.

The District's Planning Team used the same mitigation action prioritization method as described in *Mitigation Strategy* in **Volume 1**, which included a benefit-cost analysis and consideration of mitigation alternatives. Based upon the risk assessment results and the District's planning committee priorities, a list of mitigation actions was developed. The Hazard Mitigation Action Plan Matrix, in *Table Q-8* lists each priority mitigation action, identifies time frame, the responsible party, potential funding sources, and prioritization, which meet the requirements of FEMA and DMA 2000.

#### *Status of Previous Plan Actions*

Moss Landing Harbor District was not previously a part of the Monterey County Multi-Jurisdictional Hazard Mitigation Plan.

**MOSS LANDING HARBOR DISTRICT Multi-Jurisdictional Hazard Mitigation Plan**

**Table Q-8**

<b>Moss Landing Harbor District Hazard Mitigation Action Plan Matrix</b>						
<b>Action #</b>	<b>Status/ Timeframe</b>	<b>Applicable Hazard(s)</b>	<b>Description</b>	<b>Ranking / Prioritization</b>	<b>Administering Department</b>	<b>Potential Funding</b>
<b>1</b>	<b>Ongoing</b>	Flooding, Severe Tsunami, Severe Winter Storms, Coastal Erosion, Earthquake	Update dock structures and old dock infrastructure in order to reduce flood risks. Continue to improve dock infrastructure by moving away from wooden piles and docks and use more concrete.	High	Admin	General and Trust Lands Funds, Grants, Emergency Funding
<b>2</b>	<b>Ongoing</b>	Flooding, Coastal Erosion, Severe Winter Storms, Sea Level Rise	Armor parking lots, riverbanks, other vulnerable infrastructure in order to reduce flood and sea level rise risk and continue to implement erosion control measures.	High	Admin	General and Trust Lands Funds, Grants, Emergency Funding
<b>3</b>	<b>Long-term</b>	Sea Level Rise	Consider opportunities to raise infrastructure to address long-term sea level rise risks.	Moderate	Admin	General and Trust Lands Funds, Grants, Emergency Funding
<b>4</b>	<b>Ongoing/ As Needed</b>	Flooding, Severe Winter Storms	Continue dredging operations as needed and as storms continue to get worse due to climate change continue to monitor the frequency of dredging.	High	Admin	General and Trust Lands Funds, Grants, Emergency Funding





**FEMA**

June 14, 2022

Laura Emmons  
Emergency Services Planner  
Monterey County Office of Emergency Services  
1322 Natividad Road  
Salinas, CA 93906

Dear Laura Emmons:

The Federal Emergency Management Agency (FEMA) has completed its review of the *Monterey County Multi-Jurisdictional Hazard Mitigation Plan 2022* and has determined that this plan is eligible for final approval pending its adoption by Monterey County and all participating jurisdictions. Please see the enclosed list of approvable pending adoption jurisdictions.

Formal adoption documentation must be submitted to FEMA Region 9 by at least one participating jurisdiction within one calendar year of the date of this letter, or the entire plan must be updated and resubmitted for review. FEMA will approve the plan upon receipt of the documentation of formal adoption.

Once the plan is approved, each participating jurisdiction must adopt the plan within five calendar years of the date of the approval. The adoption of the plan by each jurisdiction ensures that jurisdiction's continued eligibility for funding under FEMA's Hazard Mitigation Assistance (HMA) programs. All requests for funding, however, will be evaluated individually according to the specific eligibility, and other requirements of the particular program under which applications are submitted.

If you have any questions regarding the planning or review processes, please contact the FEMA Region 9 Hazard Mitigation Planning Team at [fema-r9-mitigation-planning@fema.dhs.gov](mailto:fema-r9-mitigation-planning@fema.dhs.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Alison Kearns".

Digitally signed by  
ALISON KEARNS  
Date: 2022.06.14  
11:56:55 -07'00'

Alison Kearns  
Planning and Implementation Branch Chief  
Mitigation Division  
FEMA Region 9

Enclosures (2)

Monterey County Plan Review Tool, dated June 14, 2022  
Status of Participating Jurisdictions, dated June 14, 2022

Monterey County Hazard Mitigation Plan Approvable Pending Adoption Notice

June 14, 2022

Page 2 of 3

cc: Victoria LaMar-Haas, Hazard Mitigation Planning Chief, California Governor's Office of  
Emergency Services  
Jennifer Hogan, State Hazard Mitigation Officer, California Governor's Office of  
Emergency Services

Status of Participating Jurisdictions as of June 14, 2022

Jurisdictions – Adopted and Approved

#	Jurisdiction	Date of Adoption

Jurisdictions – Approvable Pending Adoption

#	Jurisdiction
1	Monterey County
2	City of Carmel-by-the-Sea
3	City of Del Rey Oaks
4	City of Gonzales
5	City of Greenfield
6	City of King
7	City of Marina
8	City of Monterey
9	City of Pacific Grove
10	City of Salinas
11	City of Sand City
12	City of Seaside
13	City of Soledad
14	Carmel Area Wastewater District (CAWD)
15	Monterey Regional Waste Management District (MRWMD)
16	Monterey One Water (M1W)
17	Moss Landing Harbor District



BOARD OF COMMISSIONERS  
Russell Jeffries  
Tony Leonardini  
Vincent Ferrante  
James Goulart  
Liz Soto

7881 SANDHOLDT ROAD  
MOSS LANDING, CA 95039

TELEPHONE – 831.633.2461  
FACSIMILE – 831.633.1201

GENERAL MANAGER/HARBOR MASTER  
Tom Razzeca

## STAFF REPORT

ITEM NUMBER 20 – RESOLUTION 22-11 AWARDING THE POT STOP BUILDING DEMOLITION PROJECT TO RANDAZZO ENTERPRISES INC.  
BOARD MEETING OF JULY 27, 2022

A notice inviting bids for the Pot Stop Building Demolition Project was published on June 1, 2022 and again on June 8, 2022. A bid opening took place on June 22, 2022 at 10am in the Harbor office conference room where the District received 2 bids on the project. Randazzo Enterprises Inc. submitted the lowest bid having a total cost of \$93,958. After review of the received bids by our project consultant Wald Ruhnke & Dost Architects and District Council the bid from Randazzo Enterprises Inc. was found acceptable.

Staff recommends that the Board adopt Resolution 22-11 directing the General Manager to enter into a contractual agreement for the Pot Stop Building Demolition Project, subject to review and approval by District Counsel, as described in the Notice Inviting Bids with Randazzo Enterprises Inc. in an amount not to exceed \$93,958, and direct the General Manager to provide written notice to all bidders of such award and notice that all other bids are rejected.

# RESOLUTION 22-11

## A RESOLUTION OF THE BOARD OF HARBOR COMMISSIONERS OF THE MOSS LANDING HARBOR DISTRICT ACCEPTING THE BID AND AWARDING THE CONTRACT FOR THE 2022 POT STOP BUILDING DEMOLITION PROJECT

\* \* \* \* \*

**WHEREAS**, Moss Landing Harbor District advertised a Notice Inviting Bid in the Herald newspaper on June 1, 2022 and June 8, 2022 for the Pot Stop Building Demolition Project ; and

**WHEREAS**, two (2) contracting businesses responded by the bid deadline of June 22, 2022 at 10:00 A.M. with Randazzo Enterprises Inc. coming in as the lowest qualified bidder with a bid in the amount of \$93,958.

**NOW THEREFORE, BE IT RESOLVED THAT**, the Board of Harbor Commissioners has reviewed the bids and accepts the bid of Randazzo Enterprises Inc based on the bid amounting to \$93,958 for Demolition of the Pot Stop Building; and specifically rejects all other bids; and

**BE IT FURTHER RESOLVED THAT** the Board of Harbor Commissioners hereby directs the General Manager to enter into a contractual agreement for the Pot Stop Building Demolition Project, subject to review and approval by District Counsel, as described in the Notice Inviting Bids with Randazzo Enterprises Inc. in an amount not to exceed \$93,958, and directs the General Manager to provide written notice to all bidders of such award.

\* \* \* \* \*

### CERTIFICATION

Resolution 22-11 was duly adopted by the Board of Harbor Commissioners of the Moss Landing Harbor District at a regular meeting of the Board held on the 27th day of July, 2022, a quorum present and acting throughout, by the following vote, to wit:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

ATTEST:

\_\_\_\_\_  
Russ Jeffries, President  
Board of Harbor Commissioners

\_\_\_\_\_  
Tommy Razzeca, Deputy Secretary  
Board of Harbor Commissioners

**Bid Proposal**

Pot Stop Building Demolition Project

Randazzo Enterprises, Inc. ("Bidder") hereby submits this Bid Proposal to Moss Landing Harbor District ("Owner") for the above-referenced project ("Project") in response to the Notice Inviting Bids and in accordance with the Contract Documents referenced therein.

1. **Base Bid.** Bidder proposes to perform and fully complete the Work for the Project as specified in the Contract Documents, within the time required for full completion of the Work, for the following price ("Base Bid"): \$ 93,958

2. **Addenda.** Bidder agrees that it has confirmed receipt of or access to, and reviewed, all addenda issued for this Bid. Bidder specifically acknowledges receipt of the following addenda:

Addendum:	Date Received:	Addendum:	Date Received:
#01	<u>6/2/22</u>	#05	_____
#02	<u>6/6/22</u>	#06	_____
#03	<u>6/10/22</u>	#07	_____
#04	_____	#08	_____

3. **Bidder's Warranties.** By signing and submitting this Bid Proposal, Bidder warrants the following:

3.1 **Examination of Contract Documents.** Bidder has thoroughly examined the Contract Documents and represents that, to the best of Bidder's knowledge, there are no errors, omissions, or discrepancies in the Contract Documents, subject to the limitations of Public Contract Code section 1104.

3.2 **Examination of Worksite.** Bidder has had the opportunity to examine the Worksite and local conditions at the Project location.

3.3 **Bidder is Qualified.** Bidder is fully qualified to perform the Work.

3.4 **Responsibility for Bid.** Bidder has carefully reviewed this Bid Proposal and is solely responsible for any errors or omissions contained in its completed Bid.

4. **Award of Contract.** By signing and submitting this Bid Proposal, Bidder agrees that if Bidder is awarded the Contract for the Project, within ten days following issuance of the notice of award to Bidder, Bidder will do all of the following:

4.1 **Execute Contract.** Enter into the Contract with Owner in accordance with the terms of this Bid Proposal, by signing and submitting to Owner the Contract prepared by Owner using the form included with the Contract Documents;

4.2 **Submit Required Bonds.** Submit to Owner a payment bond and a performance bond, each for 100% of the Contract Price, using the bond forms provided and in accordance with the requirements of the Contract Documents; and

4.3 Insurance Requirements. Submit to Owner the insurance certificate(s) and endorsement(s) as required by the Contract Documents.

5. Bid Security. As a guarantee that, if awarded the Contract, Bidder will perform its obligations under Section 4 above, Bidder is enclosing bid security in the amount of ten percent of its maximum bid amount in one of the following forms (check one):

A cashier's check or certified check payable to Owner and issued by \_\_\_\_\_ [Bank name] in the amount of \$ \_\_\_\_\_.

A bid bond, using the Bid Bond form included with the Contract Documents, payable to Owner and executed by a surety licensed to do business in the State of California.

This Bid Proposal is hereby submitted on June 22, 2022

s/ [Signature]

Jona Bussey, Secretary  
Name and Title [print]

s/ \_\_\_\_\_  
[See Section 3 of Instructions to Bidders]

\_\_\_\_\_  
Name and Title [print]

Randazzo Enterprises, Inc.  
Company Name

471936 4/30/23 A.B.CS.C21.C22, HAZ  
License #, Expiration Date, and Classification

13550 Blackie Rd  
Address

1000000845  
DIR Registration #

Castroville, CA 95012  
Owner, State, Zip

831-633-4420  
Phone

Jorge Velasquez  
Contact Name

jorge@randazzoent.com  
Contact Email

END OF BID PROPOSAL

**Bid Schedule**

This Bid Schedule must be completed in ink and included with the sealed Bid Proposal. Pricing must be provided for each Bid Item as indicated. The lump sum or unit cost for each item must be inclusive of all costs, whether direct or indirect, including profit and overhead. The sum of all amounts entered in the "Extended Total Amount" column must be identical to the Base Bid price entered in Section 1 of the Bid Proposal Form.

LS = Lump Sum      EA = Each      LF = Linear Foot      CY = Cubic Yard      SY = Square Yard  
 SF = Square Feet      LB = Pounds      TON = Ton (2000 lbs)      AL = Allowance

**DEMOLISH EXISTING POT STOP BUILDING**

BID ITEM NO.	ITEM DESCRIPTION	EST. QTY.	UNIT	UNIT COST	TOTAL
1	Abatement	1	LS	\$	\$ 1,850.-
2	Demo Structure	1	LS	\$	\$ 28,066.-
3		1	LS	\$	\$
4		1	LS	\$	\$

Items 1-4 subtotal: \$ 29,916

**REMOVAL OF ALL DEBRIS**

BID ITEM NO.	ITEM DESCRIPTION	EST. QTY.	UNIT	UNIT COST	TOTAL
5	Fencing/Gates	1	LS	\$	\$ 64,042.-
6		1	LS	\$	\$

Items 5-6 subtotal: \$ 64,042.-

**TOTAL BASE BID:** Items 1 through 6 inclusive: \$ 93,958.<sup>00</sup>

[Note: The amount entered as the "Total Base Bid" should be identical to the Base Bid amount entered in Section 1 of the Bid Proposal form.]

BIDDER NAME: Randazzo Enterprises, Inc.



END OF BID SCHEDULE

**Subcontractor List**

For each Subcontractor that will perform a portion of the Work in an amount in excess of one-half of 1% of the Bidder's total Contract Price,<sup>1</sup> the bidder must list a description of the Work, the name of the Subcontractor, its California contractor license number, the location of its place of business, its DIR registration number, and the portion of the Work that the Subcontractor is performing based on a percentage of the Base Bid price.

DESCRIPTION OF WORK	SUBCONTRACTOR NAME	CALIFORNIA CONTRACTOR LICENSE NO.	LOCATION OF BUSINESS	DIR REG. NO.	PERCENT OF WORK
Abatement	PARC Env., Inc.	501913	7697 Hwy 1 Mass Landings	1000002856	1.97%
Fencing	C and B Landscapes, Inc.	815338	195 San Pedro Ave Morgan Hill	1000047277	68.16%

END OF SUBCONTRACTOR LIST

<sup>1</sup> For street or highway construction this requirement applies to any subcontract of \$10,000 or more.

**Noncollusion Declaration**

TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID

The undersigned declares:

I am the Secretary [title] of Roadazza Enterprises, Inc. [business name], the party making the foregoing bid.

The bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham. The bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid. The bidder has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or to refrain from bidding. The bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder. All statements contained in the bid are true. The bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham bid, and has not paid and will not pay, any person or entity for such purpose.

This declaration is intended to comply with California Public Contract Code section 7106 and Title 23 U.S.C section 112.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on June 22, 2022 [date], at Castroville [City], CA [state].

s/ [Signature]  
Jona Bussey  
Name [print]

END OF NONCOLLUSION DECLARATION

**Bid Bond**

Randazzo Enterprises, Inc. \_\_\_\_\_ ("Bidder") has submitted a bid, dated June 22, 2022 ("Bid"), to Moss Landing Harbor District ("Owner") for the Pot Stop building Demolition Project ("Project"). Under this duly executed bid bond ("Bid Bond"), Bidder as Principal and Merchants Bonding Company, its surety ("Surety"), are bound to Owner as obligee in the penal sum of ten percent of the maximum amount of the Bid (the "Bond Sum"). Bidder and Surety bind themselves and their respective heirs, executors, administrators, successors and assigns, jointly and severally, as follows:

- 1. **General.** If Bidder is awarded the Contract for the Project, Bidder will enter into the Contract with Owner in accordance with the terms of the Bid.
- 2. **Submittals.** Within ten days following issuance of the notice of award to Bidder, Bidder must submit to Owner the following:
  - 2.1 **Contract.** The executed Contract, using the form provided by Owner in the Project contract documents ("Contract Documents");
  - 2.2 **Payment Bond.** A payment bond for 100% of the maximum Contract Price, executed by a surety licensed to do business in the State of California using the Payment Bond form included with the Contract Documents;
  - 2.3 **Performance Bond.** A performance bond for 100% of the maximum Contract Price, executed by a surety licensed to do business in the State of California using the Performance Bond form included with the Contract Documents; and
  - 2.4 **Insurance.** The insurance certificate(s) and endorsement(s) required by the Contract Documents, and any other documents required under the Instructions for Bidders.
- 3. **Enforcement.** If Bidder fails to execute the Contract and to submit the bonds and insurance certificates as required by the Contract Documents, Surety guarantees that Bidder forfeits the Bond Sum to Owner. Any notice to Surety may be given in the manner specified in the Contract and delivered or transmitted to Surety as follows:

Attn: Merchants Bonding Company  
 Address: 6700 Westown Parkway  
 Owner/State/Zip: \_\_\_\_\_  
 Phone: 800-678-8171  
 Fax: 515-243-3854  
 Email: kbvers@merchantsbonding.com


- 4. **Duration; Waiver.** If Bidder fulfills its obligations under Section 2, above, then this obligation will be null and void; otherwise it will remain in full force and effect for 90 days following award of the Contract or until this Bid Bond is returned to Bidder, whichever occurs first. Surety waives the provisions of Civil Code sections 2819 and 2845.

*[Signatures are on the following page.]*

This Bid Bond is entered into and effective on June 22 2022.

SURETY: Merchants Bonding Company  
Business name

s/ \_\_\_\_\_

  
Name/Title Anthony F. Angelicola, Attorney-in-Fact

(Attach Acknowledgement with Notary Seal, and Attorney-In-Fact Certificate)

BIDDER: Randazzo Enterprises, Inc.  
Business name

s/ 

Jona Bussey office manager  
Name/Title

END OF BID BOND

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
County of San Francisco }

On June 20, 2022, before me, D. Tschaplizki, Notary Public,  
personally appeared Anthony F. Angelicola

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(ies), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.



WITNESS my hand and official seal.

SIGNATURE [Handwritten Signature]  
SIGNATURE OF NOTARY PUBLIC

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of attached document

Title or type of document: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

# CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
 County of Monterey } ss.

On June 22, 2022 before me, Lorena Miranda, Notary Public, personally appeared Jona Bussey, who

proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



(Seal)

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

*[Handwritten Signature]*  
 \_\_\_\_\_  
 Signature of Notary Public

### OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

**CAPACITY(IES) CLAIMED BY SIGNER(S)**

**SIGNER'S NAME:**

- Individual
- Corporate Officer

Title

- Partner(s)
- Attorney-in-Fact
- Trustee(s)
- Guardian/Conservator
- Other:
- Limited
- General

**DESCRIPTION OF ATTACHED DOCUMENT**

*Title or Type of Document*

*Number of Pages*

*Date of Document*

**Absent Signer (Principal) is Representing:**

*Signer(s) Other Than Named Above*

**MERCHANTS**  
**BONDING COMPANY,™**  
**POWER OF ATTORNEY**

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa (herein collectively called the "Companies") do hereby make, constitute and appoint, individually,  
Anthony F Angelicola; Terrence T Casey

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the following By-Laws adopted by the Board of Directors of Merchants Bonding Company (Mutual) on April 23, 2011 and amended August 14, 2015 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 16, 2015.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner-Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 11th day of February, 2020



MERCHANTS BONDING COMPANY (MUTUAL)  
MERCHANTS NATIONAL BONDING, INC.

By *Larry Taylor*  
President

STATE OF IOWA  
COUNTY OF DALLAS ss.  
On this 11th day of February 2020, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.



*Polly Mason*  
Notary Public

(Expiration of notary's commission does not invalidate this instrument)

I, William Warner, Jr., Secretary of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 20<sup>th</sup> day of June, 2022



*William Warner Jr.*  
Secretary





BOARD OF COMMISSIONERS  
Russell Jeffries  
Tony Leonardini  
Vincent Ferrante  
James Goulart  
Liz Soto

7881 SANDHOLDT ROAD  
MOSS LANDING, CA 95039

TELEPHONE – 831.633.2461  
FACSIMILE – 831.633.1201

GENERAL MANAGER/HARBOR MASTER  
Tom Razzeca

## STAFF REPORT

**ITEM NUMBER 21- RECEIVE AND ACCEPT THE DISTRICT'S RESPONSE LETTER TO THE CIVIL GRAND JURY REGARDING "SINK OR SWIM MOSS LANDING HARBOR DISTRICT" AND APPROVE TRANSMITTLE OF THE RESPONSE LETTER BOARD MEETING OF JULY 27, 2022**

The 2021-2022 Monterey County Civil Grand Jury conducted research on operations and related matters at the Moss Landing Harbor District. The District assisted in the preparation of this effort by providing a significant number of documents in response to Grand Jury requests. After conducting interviews, site visits and the review of documents, the Civil Grand Jury published its report, titled "Sink or Swim: Moss Landing Harbor District," on or around May 5, 2022, and then forwarded its findings and recommendations to the District. The Civil Grand Jury has asked that the District respond to its findings concerning the District by providing one of the following responses:

1. That the Board of Commissioners agrees with the finding; or
2. That the Board of Commissioners disagrees wholly or partially with the finding, in which case the Board must specify the portion of the finding that is disputed and shall include in the response an explanation of the reasons for the disagreement.

With respect to each recommendation, the Board of Commissioners must report one of the following actions:

1. That the recommendation has been implemented, with a summary regarding the implemented action;
2. That the recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation; or
3. That the recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the Board (this timeframe not to exceed six months from the date of publication of the report); or
4. The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefor.

In general, Staff was very disappointed with the Grand Jury's report. It contains many misstatements, erroneous conclusions, and unsupported assertions. Nonetheless, as noted, the Civil Grand Jury has requested a response from the District's Board of Harbor Commissioners on a number of findings and recommendations highlighted in the referenced reports, and the District has a legal obligation to provide responses to the same. Staff has prepared a response letter from the Moss Landing Harbor District Board of Harbor Commissioners, a copy of which is attached hereto, for Board review and approval. Staff requests that the Board accept the prepared responses to the Civil Grand Jury and direct that they be forwarded to the Honorable Stephanie E. Hulseby.

July 27, 2022

The Honorable Stephanie E. Hulseley  
Judge of the Superior Court  
County of Monterey  
240 Church Street  
Salinas, CA 93901

Re: Moss Landing Harbor District's Response to the 2021-2022 Monterey County Civil Grand Jury Final Report "Sink or Swim: Moss Landing Harbor District."

Dear Judge Hulseley:

This letter will serve as the Moss Landing Harbor District Board of Commissioner's response in regard to the Findings and Recommendations of the 2021-2022 Monterey County Civil Grand Jury Final Report- "Sink or Swim: Moss Landing Harbor District." As requested by the Grand Jury, the District respectfully submits the following responses to the Grand Jury's Findings (1-19) and Recommendation Nos. R1-R13 as identified as requiring a response in the cover-letter received by the District dated May 2, 2022.

### **Grand Jury Findings**

- F1 *MCCGJ found that MLHD conducted a comprehensive Strategic Plan for the District in the 2002 MCCGJ report.* The District agrees with this finding.
- F2 *MCCGJ was unable to verify MLHD completed a comprehensive capital asset reserve study to establish capital reserves and replace aging District facilities over time.* The District partially agrees with this finding. The District has not prepared a comprehensive capital asset reserve study. Much of the District's infrastructure is built in house and replaces on an as-needed basis. Additionally, the District has asset assessments performed on a periodic basis such as the study completed in January of 2022 by Sea Engineering, Inc.
- F3 *MLHD has not completed a comprehensive maintenance and replacement plan for the harbor facilities.* The District partially agrees with this finding. See response to F2.
- F4 *MLHD maintenance is conducted on an "as needed" basis, reacting to verbal complaints from slip tenant or staff observations.* The District partially agrees with this finding. The District agrees that responding to verbal complaints and staff observations are two of several means by which the District responds to maintenance needs. However, the District disagrees with the inference that these are the only means by which maintenance is scheduled or performed. The District plans and includes capital improvement projects as a part of its annual budget process. The District currently has \$1.5 million slated for dock infrastructure improvements in its FY 22/23 budget.

- F5 *The Sea Engineering, Inc. "Post Tsunami Report", dated February 2, 2022, validated many of the MCCGJ findings.* The District partially agrees with this finding. The District agrees that it solicited and received a Post Tsunami Report from Sea Engineering, Inc, and notes that repair work identified in the report had already been commenced at the time the report was received and that funding for identified repair work was included in the FY 22/23 budget adopted on June 8, 2022. The statement that the report "validated many of the MCCGJ findings" is too ambiguous to agree with.
- F6 *MLHD lacks a formal process for reporting complaints received and/or date on the number, type, and resolution of complaints.* The District wholly disagrees with this finding. The District has a process for receiving complaints and responding accordingly. Most complaints are maintenance related and result in a work order and repairs as necessary.
- F7 *MCCGJ was unable to verify MLHD maintains a comprehensive maintenance log or database.* The District partially agrees with this finding. The District agrees that it does not keep a maintenance log or database of maintenance projects. However, the District is able to easily access records, such as work orders, concerning maintenance. The District provided the Grand Jury with several years' worth of maintenance-related documents that were apparently overlooked or ignored.
- F8 *MLHD fails to distribute copies of the 60 District Ordinances to all slip tenants. However, the District Ordinances are available on the district website.* The District partially agrees with this finding. As written, the finding makes it sound as if the District has an obligation to provide tenants with copies of the District ordinances. No such obligation exists. The Ordinance Code is 70 pages long and distribution to all tenants would be a waste of paper- the equivalent of asking a city to distribute copies of its municipal code to all residents. The District agrees that the entire Ordinance Code, which is updated on a regular basis, is available on the District website. Copies are also available upon request and available for review at the District's offices.
- F9 *MLHD fails to enforce District Ordinances uniformly.* The District wholly disagrees with this finding. There is absolutely nothing in the Grand Jury's report that supports this finding. The District is unaware of any tenable complaint or challenge to the District's enforcement of its ordinances as being uneven or discriminatory.
- F10 *MLHD lacks a formal process for tenants to submit requests and receive written board approval for personal modifications to the docks.* The District wholly disagrees with this finding. The docks are District property for which personal modifications typically are not allowed. If a tenant wants to make a request for such modification, there is a formal permitting process through the District's Board or General Manager set forth in Chapter 26 of the District Ordinance Code. Additionally, proposed modifications can be raised with staff or the District's General Manager, all of whom are available and approachable on the docks and at the District's offices adjacent to the docks.

- F11 *MLHD does not require tenants to procure boat liability insurance.* The District agrees with this statement.
- F12 *MCCGJ observed boats are in disrepair at the harbor that may not be seaworthy. The District partially agrees with this statement. This finding appears to be speculative. The District notes that vessel appearance does not always mean “not seaworthy.” While the District agrees that at any given time a boat docked in the Harbor may be in disrepair and/or not seaworthy, the District has an outstanding record of removing and demolishing derelict vessels in compliance with procedures established by law.*
- F13 *MLHD lacks any pump out facilities, showers, laundry, or paved and stripped (sic) parking areas designated for tenants at North Harbor.* The District partially agrees with this statement. The District acknowledges that it has no pump-out, shower or laundry facilities in the North Harbor. The pump-out, shower and laundry facilities in South Harbor are available to all tenants, whether they be docked at the North or South Harbor. The finding regarding the lack of paved and striped parking areas is incorrect. The District has a large paved and striped parking lot in the North Harbor available to tenants.
- F14 *MCCGJ observed safety equipment (life rings and ropes) that are in disrepair and require replacement.* The District wholly disagrees with this finding. Life rings that are weathered from the sun and salt air environment are common in harbor districts, and their effectiveness as life saving tools is not impacted by appearance. The District notes that it did replace a number of life rings in the harbor during the time that the Grand Jury was preparing its report but that apparently such action was not observed by the Grand Jury.
- F15 *MCCGJ did not find safety ladders placed appropriately to allow people to get out of the water safely.* The District wholly disagrees with this statement. Ladders are installed in appropriate locations throughout the Harbor. Ladders are placed in locations to maximize access to persons without obstruction from piles and vessels.
- F16 *MLHD BOC fails to consistently post the board agendas outside South Harbor office and does not post in any location of North Harbor.* The District wholly disagrees with this statement. No factual support for this finding is provided in the Grand Jury Report. The District has complied with and/or exceeded all agenda posting requirements set forth in the California Brown Act and posts its agendas at numerous locations throughout the Harbor, including outside the South Harbor Office and at the North Harbor Public board.
- F17 *MLHD fails to update BOC agendas on the webpage in a timely fashion.* The District wholly disagrees with this statement. No factual support for this finding is provided in the Grand Jury Report. It is also unclear what the finding means by “update.” The District has complied with and/or exceeded all agenda posting requirements set forth in the California Brown Act, both on its website and at numerous locations throughout the Harbor.
- F18 *MCCGK verified that current board members had received Brown Act classes, AB 1234 ethics training, and board member receiving governance training from the California*

*Special Districts Association or other qualified organization.* The District agrees with this finding.

F19 *MCCGJ found MLH experiences recurring failures of the pump-out facility, forcing slip tenants to sail to other harbors to clean out waste. MLH does not post notices of the outages nor when service would be available again.* The District wholly disagrees with this finding. No factual support for this finding is provided in the Grand Jury Report. In the last decade, aside from the inability to use the pump-out facility due to PG&E outages, the pump-out facilities were not in operation on one occasion, when they were damaged when a vessel crashed through the dock. During the repair period the District contracted with a mobile pump truck to provide service to harbor tenants until the repair work was completed. The District is at a loss to understand how the Grand Jury could have reached this erroneous conclusion.

### **Grand Jury Recommendations**

R1- *By December 31, 2022, MLHD contract with a qualified consultant to complete a comprehensive Business/Strategic/Marketing plan.* The recommendation requires further analysis. The District's initial thought is that a business and marketing plan is unwarranted for what is primarily a working harbor facility. However, the District is willing to entertain the recommendation and will make a decision thereon prior to or at the joint 2022 November/December Board meeting.

R2 *By December 31, 2022 MLHD should complete a plan to implement the district facilities and replacement plan.* The recommendation requires further analysis. The District's initial thought is that its current means of assessing District facilities and replacing the same when necessary is sufficient. However, the Board is willing to entertain the recommendation and will make a decision thereon prior to or at the joint 2022 November/December Board meeting.

R3 *By December 31, 2022 MLHD contract with qualified consultant to conduct a comprehensive maintenance study and develop a replacement plan.* The recommendation requires further analysis. The District's initial thought is that its current means of assessing maintenance and replacement needs is sufficient. Moreover, if the study is warranted, there doesn't seem to be a clear need to retain an outside consultant to perform such work. However, the Board is willing to entertain the recommendation and will make a decision thereon prior to or at the joint 2022 November/December Board meeting.

R4 *By October 1, 2022, MLHD develop and adopt procedures to track complaints and tenant maintenance requests.* The recommendation requires further analysis. The Board will look into the need for an enhanced process and/or procedure for tracking complaints and maintenance requests and if one is deemed necessary or desired, will review options for adopting such a process. The Board is willing to entertain the recommendation and will make a decision thereon prior to or at the joint 2022 November/December Board meeting.

R5 *By October 1, 2022, MLHD distribute copies of all District Ordinances to all tenants, current and future.* This recommendation will not be implemented because it is not warranted and unreasonable. The District's Ordinance Code is available online and copies are available upon request. A copy of the Code is also available for review at the District's offices.

R6 *By December 31, 2022, MLHD adopt a formal process for tenants to request dock modifications and approval by the board.* This recommendation will not be implemented because it is not warranted. The recommendation is somewhat ambiguous. As a general matter, the District does not allow modifications to its property. Notwithstanding, any tenant is free to submit a request for a permit for a tenant-specific modification pursuant to the provisions in Chapter 26 of the District's Ordinance Code.

R7 *By December 31, 2022, NLHD implement an ordinance requiring all slip tenants to show proof of valid boat liability insurance, naming MLHD as additionally insured.* The recommendation requires further analysis. This requirement was considered and rejected by the Board several years ago. All slip-agreements require tenants to indemnify and hold the District harmless for damages and/or injuries. The Board is willing to entertain the recommendation and will make a decision thereon prior to or at the joint 2022 November/December Board meeting.

R8 *By September 1, 2022, MLHD inspects all existing safety equipment and make repairs and replacements, as necessary.* This recommendation will not be implemented because it is unwarranted. The District inspects its safety equipment on an ongoing basis- with members of staff observing such equipment while on daily rotation throughout the Harbor. Larger maintenance needs are considered on an annual basis as part of the District's budgeting process.

R9 *By March 1, 2023, MLHD should require all board members to attend Brown Act Classes, AB 1234 Ethics Training, and Board governance training.* This recommendation will not be implemented because it is unwarranted. The referenced date of March 1, 2023 seems arbitrary. What is the purpose of this recommendation given the fact that Grand Jury Finding F18 found that the Board was currently up-to-date with all training requirements? Training will be provided and tracked as necessary for all Board members on an ongoing basis.

R10. *By December 31, 2022, MLHD should form a committee with North and South Harbor tenants.* This recommendation will not be implemented because it is not warranted. This recommendation lacks any factual support for the need for the identified committee. The District already has several committees at which tenant participation is welcomed.

R11 *By September 1, 2022, MLHD should post BOC meetings, agenda packets on the South Harbor Bulletin Board and in a prominent location at North Harbor. MLHD should post BOC meeting minutes in a timely manner to enhance transparency.* This recommendation shall not be implemented because it is not warranted and misstates facts. The District is complying with or exceeding all Brown Act requirements concerning agenda posting at the current time. Minutes are posted when completed and are a part of the agenda packets for subsequent meetings also posted on the website.

R12 *By December 31, 2022, the MLHD install required safety equipment on the docks.* The recommendation will not be implemented because it is unwarranted. The District believes that it already has all necessary and adequate safety equipment installed on the docks.

R13 *MLHD should ensure continuous operation of pump-out facilities available at the harbor.* This recommendation will not be implemented because it has already been in effect for more than a decade. The recommendation appears to be based on the assertion that pump-out facilities have been in disrepair or out of operation for periods of time in the Harbor. The Grand Jury Report provides no factual basis for this conclusion and the District would assert that this Grand Jury finding is completely erroneous.

Respectfully submitted:

Russ Jeffries-President  
Board of Harbor Commissioners of the  
Moss Landing Harbor District