

**MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
AGENDA**

Wednesday, February 26, 2020
Hosted by the Town of San Anselmo
Jason's Restaurant ~ 300 Drakes Landing Road, Greenbrae, CA

6:00 PM Social Hour (No-Host Bar)

7:00 PM Welcome and Introductions

1. **Call to Order:** MCCMC President Elizabeth Brekhus
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests:** Mayor Ford Greene

7:10 PM Dinner Service

4. Presentation: None

7:10 PM 5. Committee Reports (3 minutes per person) – After 7:40p.m., remaining committee reports will heard following the keynote presentation.

- 5.a. Metropolitan Transportation Commission
Verbal report from Supervisor Damon Connolly
- 5.b. Association of Bay Area Governments
Written and verbal report from Pat Eklund, Novato. (Attachment 5b: ABAG Report)
- 5.c. Golden Gate Bridge Highway and Transportation District
Verbal report from Alice Fredericks, Tiburon
- 5.d. MCCMC Legislative Committee
Verbal report from Alice Fredericks, Tiburon
- 5.e. Transportation Authority of Marin (TAM)
Verbal report from Alice Fredericks, Tiburon
- 5.f. Marin Local Agency Formation Commission (LAFCO)
Verbal report from Sashi McEntee, Mill Valley
- 5.g. Climate Change and Sea Level Rise Ad Hoc Committee
Verbal report from David Kunhardt, Corte Madera
- 5.h. Sonoma Marin Area Rail Transit (SMART)
Written and Verbal report from Dan Hillmer, Larkspur (Attachment 5h: SMART – Abridged – full ridership reports available here: <http://sonomamarintrain.org/RidershipReports>)

7:40 PM 6. Keynote Presentation:

“Accelerating Micro-Grids and Off-Grid Power for Northern California Towns”
Presentation by Gueta Maria Mezzetti

8:15 PM 7. Business Meeting

7.a. Review of Draft Agenda for March 25, 2020 MCCMC Meeting Hosted by the City of San Rafael

(Attachment 7a: March 25, 2020 Draft Agenda)

7.b. Consideration and Possible Action to Approve the Draft Minutes of the January 22, 2020 MCCMC Meeting Hosted by the Town of Ross

(Attachment 7b: Draft MCCMC Meeting Minutes – 1/22/20)

8:30 PM ADJOURN: to the March 25, 2020 meeting hosted by the City of San Rafael

Deadline for Agenda Items – March 18, 2020 Please send to: MCCMCSecretary@gmail.com

Report on ABAG to MCCMC¹

February 2020

EXECUTIVE SUMMARY:

- 1) **ABAG General Assembly:** Thank you to the cities who participated in the ABAG General Assembly. The 2019-2020 budget was amended to include an additional \$23.7M in Regional Early Action Planning Grant revenue from the State. Also, there was an interesting panel discussion on SB 50 and the Regional Housing Needs Allocation (RHNA) process.
- 2) **BASIS:** ABAG/MTC staff briefed the planners in Marin on the BASIS database. I will also be scheduling a presentation on Urban Sim for the planners along with interested elected officials.
- 3) **Local Early Action Planning Grants (LEAP) Program:** LEAP Grants provide cities and counties with planning grants to update their planning documents and implement process improvements that accelerate housing production and plan for their 6th cycle RHNA. See below for additional information.
- 4) **REGIONAL GROWTH STRATEGIES:** ABAG Executive Board voted to support staff recommendation for 'Option B' as the growth strategy for Plan Bay Area 2050. It includes 'High Resource Areas' (HRAs) near transit with 30 minute headways; and, 'Transit-Rich Areas' (TRAs) with 15 minute headways be identified by ABAG/MTC for additional housing growth and included in Plan Bay Area and RHNA. These areas would NOT be locally-nominated (like PDAs). See below for additional information.
- 5) **AB 278 (Beall) Advocacy Principles:** ABAG Executive Board voted to support a modified set of proposed advocacy principles related to SB 278 (Beall) which MTC will take action on at their meeting on February 26, 2020. Senator Beall intends to amend his bill, SB 278, to incorporate authorizing legislation for a 1% sales tax in the nine Bay Area counties, subject to voter approval in November 2020, to fund transportation and housing.

BASIS – Bay Area Spatial Information System: I arranged for ABAG/MTC to brief the Marin County planners on the BASIS which is a new open-data initiative for use in the upcoming regional forecasts and long-range planning decisions. Many of the key regional datasets are sourced from local jurisdictions and include data such as land use, zoning, residential planning and a host of related datasets that describe the development pipeline activity for the Bay Area. ABAG/MTC staff estimates that about 65% of the data in BASIS has been verified by local jurisdictions. If your city and/or county has not updated the information, please contact ABAG/MTC staff. This is critical since the BASIS data will be used by Urban Sim to inform Plan Bay Area 2050 and the RHNA process. I will also be scheduling a presentation on Urban Sim for the Marin County planners and elected officials.

Local and Regional Early Action Planning Grants (LEAP) Programs: The State's 2019-2020 Budget Act included significant, one-time funding to assist jurisdictions with implementation of the sixth cycle RHNA, including through updates of local Housing Elements. This funding will be disbursed through two new programs administered by: (1) the Local Early Action Planning (LEAP) grants program, which will provide funding directly to jurisdictions based on a population-based formula, and (2) the Regional Early Action Planning (REAP) grants program, which will enable ABAG/MTC to enhance the RHNA process, develop a regional housing technical assistance program, and otherwise support efforts to accelerate housing production. Based on HCD estimates, Bay Area jurisdictions are eligible for approximately **\$25.5 million directly through the LEAP program**, whereas **ABAG is eligible for approximately \$24 million from the REAP program**. ABAG is eligible to request 25% of the regional funds (approx. \$5.9 million) in the first quarter of 2020.

The LEAP Grants provide cities and counties with planning grants to update their planning documents and implement process improvements that accelerate housing production and plan for their 6th cycle RHNA. Starting in March, HCD's Technical Assistance Team will be hosting technical assistance workshops throughout the state on a regional, sub-regional and county level to provide application assistance and other technical assistant resources. For more information

¹ Marin County Council of Mayors and Councilmembers (MCCMC)

on the program, please visit the LEAP Funding page at: <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtmlf>. Email any questions to HCD staff at: EarlyActionPlanning@hcd.ca.gov.

REGIONAL GROWTH STRATEGIES: On February 20, 2020, ABAG Executive Board voted 17 to 2 (Eklund and Rodoni) to support staff recommendation for 'Option B' as the growth strategy for Plan Bay Area 2050. It includes additional housing in 'High Resource Areas' (HRAs) near transit with 30 minute headways; and, 'Transit-Rich Areas' (TRAs) with 15 minute headways. These areas would NOT be locally-nominated (like PDAs). The map to the right shows the HRAs, TRAs and PDAs for Marin. There are no PPAs (which are also locally-nominated) for Marin.



Proposed Draft Blueprint Growth Geographies

- Priority Development Area
- Priority Production Area
- Potential Additional Growth Geographies**
 - Transit-Rich Area (Outside High Resource Area)
 - Transit-Rich Area (Within High Resource Area)
 - High Resource Area with Basic Bus Service*
- Regional Rail Station
- Regional Rail Transit (Existing)
- - - Regional Rail Transit (Under Construction)

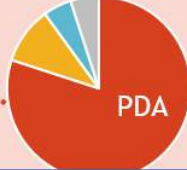
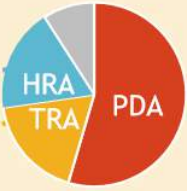

*Peak headways of 16 to 30 minutes.

Last year, 34 new PDAs were nominated along with dozens of PDA boundary modifications. However, many jurisdictions have not nominated the majority of their PDA-eligible areas for consideration, creating challenges in advancing critical equity and sustainability goals for the region and the state. To address this issue, Option B fuses locally-nominated PDAs **with additional growth areas in Transit-Rich and High-Resource places that have not nominated at least 50 percent of PDA-eligible areas.**

In response to requests from several jurisdictions that fell short of that 50 percent threshold, the ABAG Executive Board voted to support a second round of submissions of new or expanded PDAs this spring (2020) in advance of the Final Blueprint phase, and to commit to expanded local engagement specifically targeted to jurisdictions that have designated less than 50 percent of their PDA-eligible areas as places for future housing growth. If the additional submissions from a given local jurisdiction then exceed the 50 percent threshold set under "Option B", these new PDAs would be integrated

in lieu of relevant Transit-Rich and High-Resource Areas as part of the analysis of the Plan Bay Area 2050 Final Blueprint.

The three options proposed last year (see below) were studied to determine achievement with the goals of GHG reduction, equity, RHNA consistency and local implementation. The results of the analysis showed the following:

Location of Growth (charts are illustrative)			GHG Reduction	Equity	RHNA Consistency	Local Implementation
A	Highly focused in: Existing & Proposed PDAs		+	--	-	++
B	Focused in: Existing & Proposed PDAs + select High-Resource Areas + Select Transit-Rich Areas outside PDAs		++	++	+	-
C	More distributed growth within Urban Growth Boundaries * Including all High-Resource Areas + Transit-Rich Areas		--	+	+	+

To learn more about the housing sites in HRAs and TRAs, ABAG/MTC’s map and database of local jurisdiction Housing Element sites can be downloaded from <http://opendata.mtc.ca.gov/datasets/bay-area-housing-opportunity-sites-inventory20072023>. To learn more about High Resource Areas (HRAs) as defined by the CA HCD refer to: https://haasinstitute.berkeley.edu/sites/default/files/mappings/TCAC/opportunity_map_2019.html.

AB 278 (BEALL) ADVOCACY PRINCIPLES: On February 14, 2020, the ABAG and MTC Legislation Committees received a report on proposed advocacy principles related to SB 278 (Beall). While SB 278 currently relates to county transportation plan guidelines; Senator Beall intends to amend it to incorporate authorizing legislation for a 1% sales tax in the nine Bay Area counties, subject to voter approval, generating approximately \$100 billion over 40 years for transportation and affordable housing. The proposed principles were supported by the MTC Legislation Committee along with additional direction to convey a number of additional concerns that were expressed during public comment, including: 1) Consideration of adding more progressive revenue sources in addition to the sales tax; 2) Ensuring that transit operations is adequately funded by the measure; and 3) Including climate restoration goals connected to infrastructure projects focused on reducing greenhouse gas emissions.

The ABAG Legislation Committee did not adopt the proposed principles due to lack of a quorum. On February 20, 2020, after an extensive discussion, the ABAG Executive Board agreed to an expanded list of ‘advocacy principles’ related to SB 278 (Beall) including, but not limited to retaining the numerous hard-won provisions of AB 1487 (Chiu, 2019), including: 1) Retaining the minimum shares across the “3Ps” of production, preservation and protection (>52%/15%/5%, respectively); 2) Distribution between the counties and the region (>80%/<20 percent, respectively); 3) Shared decision-making by ABAG and MTC (acting as the Bay Area Housing Finance Authority) with ABAG being the final voice on whether housing is included; 4) allow for a commercial linkage fee to be operable following a successful vote on a sales tax; 5) consideration of a head tax; 6) questions on how the funds would be split between transportation and housing; and, 6) supporting the addition of a new funding allocation to directly address homelessness. Staff did not recommend a support position on SB 278 at this time, but will bring the bill back for further discussion in March. At the end of the discussion at the ABAG Executive Board, I requested a complete list of what the ABAG Executive Board agreed to which has not been distributed as of the writing of this report.

UPCOMING MEETINGS²

- **February 26, 2020** -- **MTC Commission, 9:30 am**
ABAG/MTC Governance Committee, 11:30 am
- **March 4, 2020** -- **ABAG Regional Planning Committee, 1:00 pm**
- **March 10, 2020** -- **Regional Advisory Working Group, 9:30 am**
- **March 11, 2020** -- **MTC Joint Policy Advisory Council, 1:30 pm**
- **March 12, 2020** -- **ABAG Housing Methodology Committee, 10:00 am**
- **March 13, 2020** -- **Joint ABAG/MTC Legislative Committees, 9:30 am**
Joint ABAG Administrative/MTC Planning Committees, 9:30 am
MTC Executive Board and ABAG Administrative Committee Meeting (re: AB 1487)
- **March 19, 2020** -- **ABAG Executive Board, 7:00 pm**
- **March 25, 2020** -- **MTC, 9:30 am**
- **April 1, 2020** -- **ABAG Regional Planning Committee, 1:00 pm**
- **April 10, 2020** -- **Joint ABAG/MTC Legislative Committees, 9:30 am**
Joint ABAG Administrative/MTC Planning Committees
- **April 14, 2020** -- **Regional Advisory Working Group, 9:30 am**

If you have questions, contact Pat Eklund, Mayor Pro Tem, City of Novato at 415-883-9116; pateklund@comcast.net).

² All meetings are held at 375 Beale Street in San Francisco, unless noted otherwise.



FOR IMMEDIATE RELEASE

January 15, 2020

SMART's green commuters reduced greenhouse gas emissions by 33% compared to using an automobile

Petaluma, CA— Following a request by its Board of Directors to study the agency's impact on greenhouse gas emissions, SMART released a [Green Commute](#) fact sheet today. People who ride SMART reduced greenhouse gas emissions by 33% compared to completing the same trip in a car. To-date, SMART riders have prevented 8.1 million pounds of carbon dioxide (CO2) emissions from being released into the environment—equivalent to 4,770 acres of forest carbon sequestration.

"California's national leadership on climate change is strengthened by the investments we are making in greener, forward-looking transportation alternatives like SMART. It's great to see data that shows how **SMART is cutting greenhouse gas emissions and reducing congestion in the North Bay by providing a reliable public transit option to help people spend less time in their cars**, while providing a transportation platform that can grow and expand over time." said U.S. Congressman Jared Huffman.

"The bottom line is this, 60% of our greenhouse gas emissions in California come from automobiles." said State Senator Mike McGuire. "**SMART is about the future and provides the North Bay with efficient and reliable public transit.** California is a national leader on climate change, and if we hope to break this dangerous cycle that we're in, we need to continue to move the SMART project forward."

The agency is pleased to report that many of its riders continued this positive impact of reducing emissions by connecting to and from the train station using low emission forms of transportation such as walking, biking and other public transit. About 50% of SMART riders walk or take other public transit, while approximately 14% ride a bicycle.

"SMART is undeniably a critical transportation option that results in far fewer greenhouse gas emissions than a single occupancy car use," said Suzanne Smith, Executive Director of the Sonoma County Transportation Authority and Regional Climate Protection Authority. "**We need SMART. We need all of the tools available to reduce emissions from the transportation sector.**"

SMART Board Chairman Eric Lucan pointed out that, "Even though SMART is still in its infancy, each month **thousands of people across the North Bay are making a green choice by riding on SMART** to get to work, school, shopping and for leisure trips. They choose SMART not only for the environmental benefits, but also for the ease of being able to leave the car behind and avoid the stress of sitting in bumper-to-bumper traffic congestion." With each SMART train able to carry 158 seated passengers, and cars during the commute carrying an average of 1.08* passengers, this equates to each SMART train **reducing traffic congestion by eliminating 146 cars idling in traffic. SMART commuters free up 12.8 miles of roadway each weekday.**

A contributing factor to SMART's environmental benefits are the agency's clean-diesel trains which are equipped with modern, efficient engines that meet the Environmental Protection Agency's Tier 4 emission standards, cutting particulate matter emissions by 96% and NOx emissions by 93% compared to regular diesel engines.

View SMART's new [Green Commute](#) fact sheet and find trip planning tools to help you green up your next trip by riding SMART at www.SonomaMarinTrain.org.

* American Community Survey 2019 and California Air Resources Board Emission FACTor Sonoma County data

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Human-induced climate change and the catastrophic effects from global warming demand action at every level. Reducing greenhouse gas (GHG) emissions is an environmental and societal imperative and the reason why many cities in the North Bay have declared a Climate Emergency.

Transportation is the single biggest source of GHG emissions. By shifting to low carbon transportation modes, we can prevent millions of pounds of emissions annually. SMART is a **green commute** alternative to the one-person-in-one-car model of sitting in traffic idling on the Hwy 101 corridor, emitting tons of GHGs. The 1.72 million people who have ridden on SMART prevented 8.1 million pounds of CO₂ emissions, compared to the same trip in a car.



24.6 million pounds CO₂ emitted by driving



16.5 million pounds CO₂ on SMART

8.1 million pounds CO₂ prevented on SMART

equal to 4,770 acres of forest carbon sequestration



SMART Runs Clean Diesel Trains

SMART's clean-diesel trains have modern, efficient engines that meet the EPA's Tier 4 emission standards, cutting particulate matter emissions by **96%** and NO_x emissions by **93%** compared to regular diesel engines.

SMART riders have a lower carbon footprint

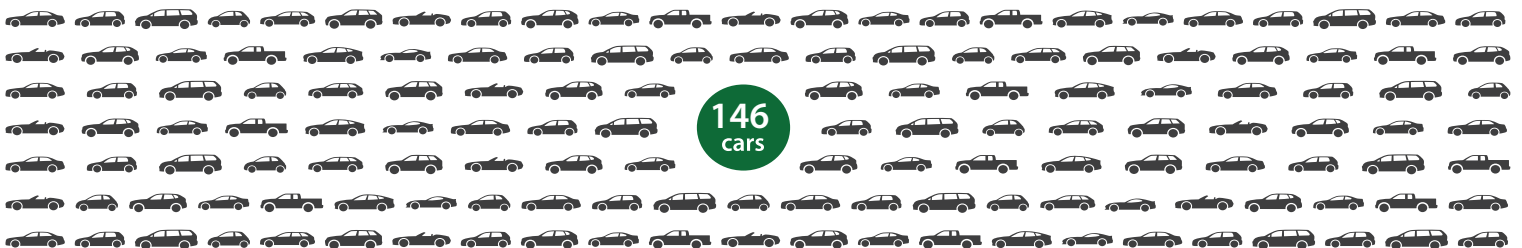
People who ride SMART emit **33%** fewer CO₂ per mile than if they drive.

And they get to and from the train using low emission forms of travel such as walking, biking and other types of public transit.

- 50% walk or take other public transit
- 14% ride a bicycle

SMART riders reduce traffic congestion

A SMART train carries 158 seated passengers. Cars during the commute carry an average of 1.08 passengers. This means that each SMART train can take 146 cars off the road, reducing traffic congestion and the number of cars idling in traffic. SMART's commuters free up 12.8 miles on roadways every weekday.





#climatecrisis
#climateaction

Green Commute

NORTH BAY GREEN PRIORITIES

- The Sonoma County Regional Climate Protection Authority and 8 of 10 Sonoma County jurisdictions have declared a Climate Emergency.
- Addressing emissions from transportation in the North Bay is a good way to address global climate change. Transportation is the #1 source of greenhouse gas emissions in the North Bay making up 53% of the total emissions.
- SMART provides a green choice for commuters and residents who need to travel the corridor for work or any other reason.
- SMART trains have modern, efficient engines that meet the EPA's Tier 4 emissions standards, cutting Particulate Matter (PM) emissions by **96%** and nitrogen (NOx) emissions by **93%** over regular diesel engines. And, in the future, as train technology improves, so will SMART's.

SMART IS THE GREENER CHOICE

- Choosing a trip on SMART means emitting **33%** less CO2 per passenger mile than driving.
- Car commuting in Sonoma and Marin generates 0.5937 pounds of CO2 emissions per passenger mile while traveling on SMART generates 0.3991 pounds of CO2 emissions per passenger mile*.
- If SMART's 1.72 million riders had driven their cars to their destination, they would have emitted 8.1 million more pounds of CO2 into the environment.
- SMART riders also choose low emission methods for their first and last mile connections to or from the train. **50%** walked, bicycled or took public transit and **14%** of riders carry bikes onboard the train.
- In addition to emitting less CO2 per passenger mile, SMART trains carry more people and take up less space than cars, which frees up space on our roads and freeways.
 - Average car length is 14 feet, plus an additional one car length of buffer, totaling 28 feet per car.
 - SMART's average weekday ridership is currently 2,600. If these passengers drove, with an average of 1.08* people per car, there would be 2,407 additional cars on the road, consuming over 12.8 miles of roadway.

CAR vs. TRAIN EMISSIONS



Car Commuting - North Bay car commuters average fewer than 1.08* people per car. California Air Resources Board Emission FACTor (EMFAC) emissions model says that in Sonoma County vehicles emitted an average of 0.6412 pounds per mile driven for 2017-2019 vehicles.

$$0.6412 \div 1.08 = 0.5937 \text{ pounds CO}_2 \text{ per passenger mile}$$



SMART Commuting - SMART has consumed 735,868 total gallons of fuel, including ALL fuel consumed for passenger service and rail systems testing. The US EPA says that 22.44 pounds of CO2 emitted per gallon of diesel can be expected.

$$22.44 \times 735,868 = 16,512,878 \text{ pounds CO}_2$$

SMART has carried 1.72 million riders traveling an average of 24 miles per trip on SMART, not including first/last mile trips.

$$1.72 \text{ M passengers} \times 24 \text{ miles} = 41.38 \text{ M passenger miles traveled}$$

$$16,512,878 \text{ pounds CO}_2 \div 41.38 \text{ M passenger miles} = 0.3991 \text{ pounds CO}_2 \text{ per passenger mile}$$



Car Travel Emissions

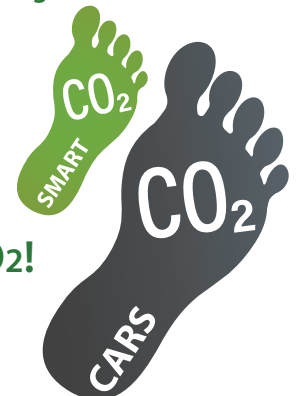
	1,724,088 people
x	24 miles
x	0.5937 pounds
<hr/>	
	24,566,185 pounds of CO2



SMART Travel Emissions

	1,724,088 people
x	24 miles
x	0.3991 pounds
<hr/>	
	16,514,005 pounds of CO2

That's a difference of **8,052,180 pounds of CO2!**



* American Community Survey 2019 and California Air Resources Board Emission FACTor Sonoma County data



For Immediate Release
February 5, 2020

Contact: Julia Gonzalez,
Communications and Marketing Manager
Office: 707-794-3063 | Mobile: 707-992-8120

SMART establishes a 50% discount fare policy for low-income riders

Petaluma, CA— On Wednesday, February 5, 2020, the Board of Directors of the Sonoma-Marín Area Rail Transit District (SMART) approved a Low-Income Discount Fare policy that would give riders with qualifying incomes a 50% discount on train fares.

Since the launch of passenger service in 2017, the SMART Board of Directors has directed staff to investigate ways to provide fare discounts to low-income riders. Now, an opportunity has arisen with the Metropolitan Transportation Commission's (MTC) Clipper START Low Income Fare Program, which will launch as a pilot in Spring 2020. At Wednesday's meeting the Board authorization staff to submit a formal request to MTC to participate in the Clipper START Program.

"SMART is part of the fabric of the North Bay and we need to continue to make access to the train affordable for all residents. With transportation costs being a sizable expense in a family's budget, I'm pleased we now have the opportunity to offer a discounted fare for people with low incomes," said SMART Board Chair, Eric Lucan.

The Clipper START program is designed to address the concern that transportation is a significant portion of Bay Area household budgets. Clipper

\$50,000 per year for a family of four. Cubic, the agency that manages the Clipper transit-fare card program will serve as income eligibility verifier and perform application intake, review and approval as well as customer service functions for Clipper START program participants.

“Being able to offer our riders with lower incomes a discount fare will increase access to reliable transit services connecting people to jobs, schools and city centers; which in other words is access to opportunity,” said Board Member, Shirlee Zane.

SMART has carried 1.74 million riders to-date and as part of the North Bay’s transit network, is a convenient and climate-friendly means of transportation.

More information at SonomaMarinTrain.org

###



January 8, 2020

Gary Phillips, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Eric Lucan
Transportation Authority of Marin

Joe Naujokas
Sonoma County Mayors' and
Councilmembers Association

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.sonomamarintrain.org

Sonoma-Marin Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 95425

SUBJECT: Ridership data collection, analysis and presentation.

Dear Board Members:

EXECUTIVE SUMMARY:

As you know, we have been reporting to you at each Board meeting our cumulative ridership counts. And on December 4, as part of the General Manager's Report, we announced that we would be coming to you at the next meeting with a more detailed presentation on ridership. Today we are providing that presentation.

SMART is currently in its infancy compared to other transit agencies. With only two years of operations underway, we are pleased with our ridership progress and we can see that our workday ridership is steadily building even prior to opening our two new stations and running a more robust schedule. Our riders are loyal and happy customers who report that the train has been transformative in their lives.

There are two types of transit systems. Closed Systems, like BART or the Larkspur Ferry, requires riders to funnel past a gate or an individual and use their Clipper Card or ticket to pass through. Ridership for these systems is much easier to count and report and the data much more straightforward.

Counting passengers on SMART is not a simple task because SMART is an Open System similar to Caltrain where riders are not required to funnel through turnstiles or other types of gates. The challenge of an Open System is that there is no single perfect way to count and report ridership. There are no turnstiles or gates, we allow riders to board at multiple entrances and some stops are just minutes apart. To tackle this problem, since we began operations, we have been reporting to you at every Board meeting SMART ridership utilizing a method that we believe catches the greatest number of riders: manual counts. This means our Engineer-Conductors are visually counting people as they enter the train. Doing so allows us to count not only people but also bikes and wheelchairs, as well as a number of other riders that other methods do not tally.

We also have access to reports from Clipper and our Mobile Fare application, which provide more limited data based on riders who both purchase fares and complete the process to use those fares. However, these numbers differ from our manual counts, and they do not tell the whole story of SMART ridership because of the Open System design, the prevalence of pass users and SMART's many ridership promotions.

As a transit agency, we have a duty to report to the National Transit Database (NTD) using approved methodology. For the last several months, we have been working with an outside consultant to create the third set of data using federally approved methods that serve to validate the accuracy of the information we report to the NTD. Fiscal Year 2019 is the first full year of ridership data. Prior to final submittal of SMART's collection of ridership data, we were waiting to receive and accept our consultant's work on the passenger ridership, this occurred on December 20, 2019.

After compiling all of this data for public distribution, we are now prepared to release all of the raw data in a way that provides context and helpful information about the differences in those sets of data. While SMART's publicly announced ridership counts are still the best overall method of collecting data, today we will be posting all of the data including our manual counts, counts based on fare collection devices, and our consultant's sampling methodology for federal purposes. Each of these data tracking methods have challenges. Whether you look at one or the other, the conclusions that can be drawn from the data is this: **SMART's core ridership is robust and growing.**

BACKGROUND:

At each Board meeting since we began carrying passengers, the General Manager has been reporting manual cumulative ridership counts to you and members of the public. In addition to those counts, we have been working to compile ridership data in preparation for conducting ridership trend analysis and addressing Federal Transit Administration data requirements around ridership reporting. SMART's collection of ridership data is a work in progress befitting a small agency that began its transition from an engineering construction agency to a rail operations agency in the past twenty-seven months. The details and status of SMART's development of ridership data is described further below. It is worth noting that developing the capacity to collect and analyze ridership data takes resources and time. Because of how SMART's system has been built, as explained before, it is not possible to accurately count 100% of riders, so SMART has been in the process of developing several ridership data collection methods to allow for comparisons in order to validate each method of collection and ensure that future ridership analyses are robust enough to allow for meaningful trend evaluations.

The analysis of that ridership data helps us to understand how the system is performing and will evolve over time. It is important that we not focus on any one day or month or data point but begin to look at the data over time. Only over time does the data tell you the story of what is happening onboard the trains. SMART is currently in its infancy compared to other transit agencies. To put SMART's analysis in perspective, BART started service in 1972, operating three quarters of their first fiscal year and seeing 3.6% of the riders they have today. The Transbay Tube opened two years later and subsequently ridership grew to 24% of today. BART's ridership forecasts predicted twice as many riders as BART actually experienced on an average weekday in 1976 (258,496 vs. 131,370). If BART had been declared a failure at that point, it would never have had the opportunity to become the critical element of the Bay Area's transportation network that it is today.

METHODS TO COLLECTING RIDERSHIP DATA

While it might seem like SMART could rely on just one method of counting passenger numbers, this approach wouldn't serve us because SMART is an "Open" transit system. Your Board approved a platform design that allows for easiest access for our customers getting to and from our trains. That means there are no automated or staffed gates or doors for passengers to walk through and be counted. By comparison, BART is a "Closed" system with automatic gates opening or closing for riders entering or exiting. Golden Gate Ferry and Bus are closed systems; the ferry is staffed at entry and only one point of exit and the bus is staffed at both entry and exit. Closed systems register virtually every passenger transaction resulting in what the Federal Transit Administration considers 100% passenger counts. For those agencies, rider counts are rider counts and there is no ambiguity on their accuracy.

"Open" systems like SMART, by contrast, use multiple methods to track ridership as accurately as possible. Data collection can be expensive and capturing 100% of open system riders is difficult and often requires staff analysis to distill the meaning of collected raw data for reporting purposes. As an example, Caltrain is an "Open" system, similar to SMART, and utilizes three methods to track ridership but does not have every day manual counts as SMART does.

HOW SMART TRACKS RIDERSHIP

1. **ON BOARD MANUAL COUNTS:** SMART onboard personnel (Engineer-Conductors) manually count riders onboard the trains with a handheld counter. This method of data collection has been consistent since the start of service. When trains are full, the accuracy of the tracking drops because staff are often occupied verifying fare payment and/or trains are too full to navigate through. However, this method captures a number of passengers who are not captured by paid fare reporting, such as:
 - Riders who have activated their 31-Day pass but are not required to tag on or off platform validators
 - Eco-Pass holders who have activated their pass but are not required to tag on or off platform validators
 - Mobile app users who fail to activate their tickets (13% of mobile app users)
 - Free fare days (29):
 - First day of revenue service (Aug 25, 2017)
 - During and after the Tubbs Fire (Oct 9, 2017 – Oct 20, 2017)
 - SMART's 1-Year Anniversary Celebration (Aug 18, 2018 – Aug 19, 2018)
 - During and Post-Kincade fire (Oct 30, 2019 – Nov 8, 2019)
 - Thanksgiving Weekend (Nov 28, 2019 – Dec 1, 2019)
 - Promotional free programs:
 - Post Tubbs fire relief passes (10,000 were distributed: 5,000 to businesses and 5,000 to individuals impacted by the wildfires)
 - 1,000,000 rider milestone celebration (1,500 free passes were distributed)
 - 100,000 bicycles milestone celebration (1,500 free passes were distributed)
 - Kids Ride Free in Summer 2019 on weekends and holidays

- Veterans and Active Military Servicemembers ride free during Veteran’s Day and Memorial Day Weekend
2. **PAID FARE MEDIA RIDERSHIP REPORTS:** SMART’s riders use either a Clipper card or SMART’s mobile app to pay their fares. SMART collects Fare Media Ridership Reports from Clipper and SMART’s Mobile Phone activations. There are some built in limitations with the Fare Media ridership reports that lead to undercounting of riders. There is a significant portion of our riders who are not counted through this method. For example, our Mobile App provider reports that industry-wide, they find that 13% of riders fail to activate their ticket either unintentionally or intentionally. SMART’s data shows a similar experience with Mobile App activation failures. That means that the Mobile App Fare Media Ridership number may be 13% low.

Even more challenging is that there are some unquantifiable number of Clipper-loaded pass holders (31-day and Eco Pass) whose trips are not counted, because they are not required to tag on and off every time. In addition, for Clipper users who tag on but then don’t tag off, incomplete data is presented. In order to collect rider fares and data via Clipper, a rider is required to “Tag On” at their boarding station and “Tag Off” at their exiting station. About 13% of SMART’s riders have an “Unknown” ending station because they have not tagged off, indicating they are exiting at one of SMART’s end of the line stations, Sonoma County Airport and San Rafael until December 2019 and now Larkspur going forward. It is not possible to determine which of these three stations were the rider’s exit station if the rider does not tag off when departing the platform. To further complicate analysis, the data reported in the Clipper system can change and is not finalized for several days to a week after the date of service.

3. **NATIONAL TRANSIT DATABASE (NTD) RIDERSHIP:** Because we are a direct grantee of the Federal Transit Administration, we are required to report to the National Transit Database (NTD), certain information. We have been reporting to the NTD all of our required data, which can be found here: <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>. The NTD process for a new transit agency, like SMART, can take several years to establish protocols and create a base of information from which to evaluate systems. Though SMART began operating in Fiscal Year 2018, the first full year of service operations was Fiscal Year 2019. SMART’s first full year of operations with all three methods of ridership data in place will be Fiscal Year 2020. The NTD collects data from operators and, over a period of months, validates and calibrates that data. A typical NTD submittal and validation process can take up to 6 months. NTD releases finalized data reports approximately 18 months after the close of a Fiscal Year.

As is the case with Caltrain, the nature of SMART’s open system means that the Federal Transit Administration requires an additional method of data collection for the purpose of annual reporting to the National Transit Database (NTD) beyond our manual counts. NTD requires open systems to conduct a random selection of statistically-valid ride checks to represent the agency’s sample group. To complete this task, this year SMART enlisted the same contractor as Caltrain utilizes for their NTD Ridership counts. In a regular year, the contractor will conduct onboard counts of randomly selected trains over four quarters of the year making it statistically valid and utilizing the standardized NTD Sampling Template.

A final report was submitted to SMART in December 2019 (attached to this staff report). SMART and the other transit operators in Sonoma County received an extension to file a Fiscal Year 2019 NTD report due to the fires and evacuations. Additional work is underway to calibrate this data collection effort to SMART’s other two data collection efforts and NTD reporting requirements.

The results of this report are deemed statistically significant within a 95% confidence interval plus or minus 10%. More importantly, though analysis of this data is just underway, this third method of data collection confirms the validity of the other two methods SMART has developed. This third method is a limited snapshot that cannot be used to project ridership beyond the sample time period but helps us further understand how SMART’s other collection methods are performing. This third method is not significantly different than what we have been reporting thus far.

SMART RIDERSHIP DATA POSTING

Now that SMART has three methods of ridership data collection available for use, the relative accuracy of any of the three are better understood. None of the three methods of ridership tracking are 100% accurate. Each has its limitations or benefits and continued use of all three methods is appropriate for understanding what is happening on board the trains. In addition, all of the methods require a significant amount of staff resources to collect, process, analyze and present. We have posted and plan to make the data sets available on our website. We will update the manual counts and paid fare counts on a monthly basis on our website. This is in addition to the reports the General Manager has been providing and the publicly available NTD reports that SMART has been submitting since the start of service in Summer 2017.

As a new transit agency, we believe taking this next step of providing complete data to the public is important. Before SMART received the attached analysis and recommendations regarding the NTD Ridership, we had not verified the completeness of our data sets. In addition, it is important to understand that over time our data collection and analysis will grow and improve as we learn more about what types of data are useful and manageable. By creating robust data collection systems and analyzing trends, over time, you and members of public will be able to make sound policy decisions based on the system performance data metrics tracked and presented to you.

With the opening of the Larkspur and Downtown Novato Stations and the launch of new service schedules on January 1, we anticipate that ridership will continue to grow steadily, adding to the happy 1.6 million riders we have reported to you to date.

FISCAL IMPACT: None.

REVIEWED BY: [X] Finance _____ [] Administration _____
[] Counsel _____ [] Engineering _____
[] Human Resources _____ [X] Other _____

Very Truly Yours,

Joanne Parker
Planning and Grants Manager

Attachments

- A) SMART 2019 NTD Counts Report (December 2019) – Corey, Canapary and Galanis
- B) SMART Ridership Report

December 20, 2019

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www.ccgresearch.com

Farhad Mansourian
General Manager
Sonoma-Marín Area Rail Transit District
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

RE: Transmittal Letter – Updated 2019 NTD Report

Dear Mr. Mansourian:

This letter accompanies our updated SMART NTD counts report which represents three quarters (January 2019 through September 2019) of onboard counts conducted by Corey, Canapary & Galanis. Note that this report has been updated from prior versions. Some of the data are for informational purposes only and should not be used for any projections for these time periods. Only the full data set figures (January 2019 – September 2019) are projectable.

We recommend SMART staff use this report as one resource in the development of system performance data metrics.

As you know, we are currently conducting additional quarterly counts on SMART trains through 2020. Please note that the 2020 report will reflect a time period of July 2019 through June 2020 to be consistent with state reporting requirements. Any subsequent NTD reports will continue to include the state required time period (July through June).

Sincerely,



Jon Canapary



SMART NTD Counts

January – September 2019

Final Report
(Revised 12-20-19)

Table of Contents

Background

Section 1: Passenger Boardings/Passenger Miles Summary

(Total, by Train Type, and By Train Counted) – This is the passenger boardings and passenger miles for 2019, based on the counts through the entire year.

Section 2: Northbound Ridecheck Count Detail – These tables show the northbound trains counted for 2019.

Section 3: Southbound Ridecheck Count Detail – These tables show the southbound trains counted for 2019.

Appendix:

Fieldwork / Data Cleaning Information
Count Forms

Background

Corey, Canapary & Galanis (CC&G) conducted this study on behalf of the Sonoma-Marín Rail Transit (SMART) to fulfill federally mandated on-board passenger count requirements of the National Transit Database (NTD).

The project consisted of the following primary tasks managed by CC&G:

-) Planning, scheduling, and preparing for the counts on SMART trains.
-) Training staff on the specifics of this count project.
-) Scheduling and conducting shifts throughout the year.
-) Conducting the 2019 counts across four time periods of approximately 2 ¼ months months each.
-) Entering the completed count sheets into an Excel spreadsheet.
-) Providing projected SMART ridership within this management report.

The approach on this project is outlined below:

-) CC&G randomly selected train cars to be counted as per NTD compliant count procedures.
-) CC&G staff boarded SMART trains and conducted counts at each station or stop on the SMART system. CC&G starting at one end (e.g. San Rafael) and conducted end-to-end counts for each randomly selected train car.
-) Counts were conducted on both weekday and weekend trains.
-) CC&G used the NTD Sampling Template to determine how many randomly selected train cars were scheduled for counts in 2019. A minimum of 92 train car counts were required in 2019.

Schedule

Corey, Canapary & Galanis conducted the NTD counts beginning in January 2019 and ending in September 2019. The schedule was divided into four time periods:

- Period 1: January 1 - March 9, 2019
- Period 2: March 10 - May 16, 2019
- Period 3: May 17 - July 24, 2019
- Period 4: July 25 - September 30, 2019.

Subsequent SMART NTD counts will cover a full 12-month period. For 2019, the January 1, 2019 start date was the soonest CC&G could begin the counts.

Other

The data tables included as Section 1, 2 and 3 in this report will also be sent to SMART as Excel files.

Section 1: Passenger Boardings/Passenger Miles Summary (Total, by Train Type, and By Train Counted)

Fiscal Year 2019 NTD Ridechecks (Partial Year Survey January-September 2019)

Cumulative Total Passenger Boardings

	#Cars Jan-Sep 2019	Boardings Jan-Sep 2019	Percentage of Total	# of SVC Days	Boardings Per Day
TOTAL	14,628	455,240			
Weekday	12,988	389,640	85.59%	191	2,040
Weekend	1,640	65,600	14.41%	82	800

Fiscal Year 2019 NTD Ridechecks (Partial Year Survey January-September 2019)

Cumulative Total Passenger Miles

	#Cars Jan-Sep 2019	Passenger Miles Jan-Sep 2019	Percentage of Total	# of SVC Days	Miles Per Day
TOTAL	14,628	9,212,380			
Weekday	12,988	7,857,740	85.30%	191	41,140
Weekend	1,640	1,354,640	14.70%	82	16,520

Data is accurate +/- 10% with 95% confidence

Appendix

FIELDWORK

In accordance with NTD (National Transit Database, www.ntdprogram.gov) standards, a number of trains were randomly selected for counts every quarter. On each day of the fieldwork, surveyors were assigned a specific car on one of the randomly selected trains to survey during their shift. In order to simplify car assignment, the first car in the direction of travel was always numbered as Car 1. In order to maximize efficiency, sampled trains were paired with a train returning in the opposite direction. This normally allowed a surveyor to travel out on one and return on the next. When pairs were scheduled where a surveyor could not travel out on the first train and return on the next, the trains were assigned for subsequent days.

Upon arriving at the designated car, surveyors boarded the train and began recording data. While the surveyors' primary task was the recording of the number of passengers boarding and alighting from their car at each station, they also recorded both the total number of passengers in their car and the departure time at each station. Only one car on one train was counted at a time, and only one surveyor was used on each train. Surveyors rode their assigned train between San Rafael and Santa Rosa North. Passengers onboard at Santa Rosa North were assumed to have boarded or alighted at Sonoma County Airport..

Interviewers returned completed data sheets to the CC&G office within two days of the run. Inputting and data cleaning was done as soon as the data sheets were returned. Standard office procedures were used in spot checking (validating) the work of the data inputters and cleaners.

DATA CLEANING

Note that the number of alighting passengers and boarding passengers in the surveyed car is not always equal due to passenger movement between cars. Fieldworkers recorded these counts "as is" and were instructed not to attempt to balance these figures. These numbers were balanced once the data was entered. Stations were identified where the numbers did not balance. It was assumed that passengers in the car alighted, either at the surveyed car or another, and the number alighting was adjusted to balance the equation. For the majority of cases, this adjustment balanced the equation. Only in the few cases where it didn't, was the number boarding adjusted.

DETAIL SHEET CODES

Date	The date the data was acquired
Departure	The departure time of the train on which the data was acquired
Day	The day of the week of the run. M = Monday, TU = Tuesday, W = Wednesday, TH = Thursday, F = Friday, SA=Saturday, SU = Sunday
Car	The position of the car surveyed. Car #1 is always the first car in the direction of travel
Stop ID	A sequential number identifying the station
Location	The station name with a descriptor (NB/SB) for the direction of the train
Dir	The direction of the train
Stop	Whether the train stops at this station.
Off	The number of passengers alighting at that station
On	The number of passengers boarding at that station
Pass Load	The number of passengers at that station. It is the load at the previous station + the number of passengers boarding at the current station - the number of passengers alighting at the current station.
Distance	The distance (in miles) between the current and the previous station
Pass MIs	Passenger Miles. It is Pass Load multiplied by distance.

**MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
DRAFT AGENDA**

Wednesday, March 25, 2020
Hosted by the City of San Rafael

- 6:00 PM Social Hour (No-Host Bar)**
- 7:00 PM Welcome and Introductions**
- 1. Call to Order**
 - 2. Public Comment** (Limit 3 minutes per person)
 - 3. Welcome and Introduction of Guests:** San Rafael Mayor Gary Phillips
- 7:10 PM Dinner Service**
- 7:15 PM 4. Presentation:**
- 4.a. Marin Major Crimes Task Force Annual Report to MCCMC
- 7:20 PM 5. Tentative Committee Reports** (3 minutes person)
- 5.a. Metropolitan Transportation Commission – Supervisor Connolly
 - 5.b. Association of Bay Area Governments
 - 5.c. Marin Major Crimes Task Force Oversight Committee
 - 5.d. Marin County School Board Association
 - 5.e. Homeless Committee
 - 5.f. Marin County Disaster Council Citizen Corps
 - 5.g. Marin Transit
 - 5.h. Sonoma/Marin Area Rail Transit Commission
 - 5.i. Golden Gate Bridge & Highway Transportation District
 - 5.j. Transportation Authority of Marin
 - 5.k. MCCMC Legislative Committee
 - 5.l. Local Agency Formation Commission
 - 5.m. ABAG/MTC Housing Legislative Task Force
 - 5.n. Climate Change/Sea Level Rise Ad Hoc Committee
- 7:40 PM 6. Keynote Speaker: To be determined**
- 8:10 PM 7. Business Meeting**
- 7.a. Announcement of Upcoming Vacancies on the Marin Local Agency Formation Commission (LAFCo) Regarding the Following Appointments. Appointments to be made by City Selection Committee at a meeting to be scheduled for April 22, 2020.

7.a.

7a1. The remaining two years of the Primary Commissioner seat currently held by Sloan Bailey, Corte Madera, expiring May 31, 2022. This seat will be vacated upon Councilmember Bailey's Retirement from the Town Council.

7a2. A new four-year term for the Primary Commissioner seat currently held by Sashi McEntee, Mill Valley, expiring May 31, 2020. The new term would run through May 31, 2024.

7a3. A new four-year term for the Alternate Commissioner seat currently held by Barbara Coler, Fairfax, expiring May 31, 2020. The new term would run through May 31, 2024.

7.c. Review of Draft Agenda for April 22, 2020 MCCMC Meeting Hosted by the City of Sausalito

7.d. Consideration and Possible Action to Approve the Draft Minutes of the February 26, 2020 MCCMC Meeting Hosted by the Town of San Anselmo

8:30 PM ADJOURN: to the April 22, 2020 meeting hosted by the City of Sausalito
Deadline for Agenda Items – April 15, 2020 Please send to:
MCCMCSecretary@gmail.com

1 MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
2 DRAFT MINUTES
3

4 Wednesday, January 22, 2020

5 Hosted by the Town of Ross

6 Lagunitas Country Club ~ 205 Lagunitas Road, Ross, CA
7

8 **Members Present**

9 Belvedere: Kemnitzer; McAuliffe, McCaskill
10 Corte Madera: Andrews, Bailey, Beckman, Kunhardt
11 Fairfax: Ackerman, Coler, Reed
12 Larkspur: Haroff, Hillmer; Way
13 Mill Valley: Moulton-Peters, McCauley, McEntee,
14 Novato: Eklund, Lucan
15 Ross: Brekhus, McMillan, Kuhl, Robbins, Russell
16 San Anselmo: Colbert, Fineman; Greene
17 San Rafael: Colin, Phillips
18 Sausalito: Burns, Reilly
19 Tiburon: None
20

21 **Ex Officio:** Belvedere City Manager Craig Middleton; Mill Valley City Manager Jim McCann; Ross
22 Town Manager Joe Chinn; San Anselmo Assistant Town Manager Linda Kenton; San Rafael City
23 Manager Jim Schutz; MCCMC Secretary Rebecca Vaughn
24

25 **Guests were:** Supervisor Judy Arnold; Supervisor Katie Rice; Marin County Civil Grand Jury
26 Foreperson Lucy Dilworth; Sebastian Conn (MCE); Jenna Famular (MCE); Leanne Hoadley (MCE);
27 LAFCO Executive Director Jason Fried; Ross Valley Fire Chief Jason Weber
28

29 **Call to Order**

30 President Elizabeth Brekhus called the meeting to order at 7:00p.m., welcomed everyone to the
31 meeting of the Marin County Council of Mayors and Councilmembers for January 22, 2020. She then
32 called for Public Comment.
33

34
35 **Welcome and Introduction of Guests**

36 Ross Mayor/MCCMC President Brekhus welcomed everyone to the Town of Ross.
37

38 She introduced her fellow Council members: Mayor Pro Tem Julie McMillan and Councilmembers
39 Beach Kuhl, Elizabeth Robbins and Ruppert Russell, and Ross Town Staff present: Town Manager Joe
40 Chinn, Town Clerk Linda Lopez. She also thanked The Shady Ladies for signing during social hour.
41 She then called for public comment.
42

43 **Public Comment**
44

- 45 1. Pat Ravasio, Corte Madera resident – Spoke about “No on Measure D” initiative. She spoke
46 about the measure’s loss of local control and said it would override the San Geronimo Valley
47 plan. If passed, the measure will not bring golf back, given the Trust’s interest is to turn it over
48 to the public for a public commons space. She stated that it is a complicated issue and lots of
49 misinformation going around. She also invited people to attend a movie the following Tuesday
50 at the Lark Theater in Larkspur. The movie speaks to the value of setting aside public land.
51

7.b.

1 2. Jason Fried, Marin LAFCO Executive Director – Executive Director Fried stated LAFCO is in
2 charge of local government reviews and recently released a review of the eastern peninsula
3 district (Tiburon and Belvedere). It is now open for public comment. The agency is in the
4 process of doing a study of the upper Ross Valley area (Fairfax, Ross, and San Anselmo). This
5 report will be released in a few months.
6

7 Following public comment, Ross Mayor/ President Brekhus then introduced guest present: Ross Valley
8 Fire Chief Jason Weber, Supervisor Judy Arnold, Supervisor Katie Rice, Jason Fried, Lucy Dilworth,
9 and from MCE Sebastian Conn, Jenna Famular and Leanne Hoadley.
10

11 Following introductions, she began dinner service and called upon Stephanie McNally to provide an
12 update on the 2020 Census.
13

14 **4. Presentation:**

15
16 4a. Update on 2020 Census – Stephanie McNally, Canal Alliance
17

18 Ms. McNally reported the census matters because individuals missed costs the County \$1,000 of
19 Federal funding per year for ten years. Federal funding is crucial for local jurisdictions and also non-
20 profits. She discussed how the State allocates this Federal funding. The County of Marin has an
21 excellent response rate (around 80%) but there are pockets that are under-counted. Under-counted
22 communities are defined as a population that is “hard to identify, reach, persuade, or interview”.
23 Children zero to five years of age are the largest under-counted group in the nation. She noted there
24 will be ten questions which can be answered on-line, by phone, or on paper. She discussed how the
25 census data is used with respect to representation, reapportionments, civil rights enforcement, and
26 policy-making and planning. Individual’s information is protected by law and no citizenship questions
27 will be asked. Census takers will be knocking on doors in May, June, and July.
28

29 Upon Conclusion of the presentations, Ross Mayor/MCCMC President Brekhus called on committee
30 reports.
31

32 **5. Committee Reports:**

33
34 5.a. Association of Bay Area Governments – Written and verbal report from Pat Eklund,
35 Novato.
36

37 Councilmember Eklund reported all delegates must register for the General Assembly
38 scheduled for February. The budget must be modified in order to receive a \$23 million grant.
39 The General Assembly will include a discussion on the Regional Housing Needs Allocation
40 (RHNA). She encouraged professional planners throughout the County to attend the
41 General Assembly. ABAG and MTC have formed a new group to help implement AB 1487-
42 the bill that allows ABAG and MTC to put a measure on the ballot for housing. They are
43 looking at a proposal that would levy 35 cents per \$1,000 assessment value on all property.
44 This will be a General Obligation Bond which does not allow exemptions (seniors, non-
45 profits, etc.).
46

47 5.b. Marin Local Agency Formation Commission (LAFCO) – Verbal report from Sashi
48 McEntee, Mill Valley
49

50 Councilmember McEntee reiterated that LAFCO was performing studies of the east

7.b.

1 peninsula and upper Ross Valley and asked those representatives to let them know if there
2 were any community groups that should receive and comment on the report. The regular
3 member seat will be vacant soon (Councilmember Coler is the alternate member). At the
4 commission's planning retreat they approved a County-wide special study on fire services
5 that would include data on who was providing services and the potential for shared or
6 consolidated services. The report would not recommend any actions but rather lay the
7 groundwork.

8
9 5.c. Climate Change and Sea Level Rise Ad Hoc Committee – Update from David
10 Kunhardt, Corte Madera

11
12 Councilmember Kunhardt reported the committee's initial meeting was held prior to this
13 meeting with eight of the eleven jurisdictions in attendance. It was decided that he, along
14 with Councilmember McAuliffe, should co-chair the committee. The focus will be on those
15 things that can still be done to prevent climate change- mitigations, adjusting building codes,
16 etc. The name of the committee will not include the words "sea level rise" since this will be
17 handled by the County program called BayWave. The committee will meet at 5:00 p.m. prior
18 to each MCCMC regularly scheduled meeting.

19
20
21 **6. Keynote Presentation:**

22
23 **Public Employee Post Employment Costs, A Slow Motion Disaster"**

24 Panel Discussion and Q&A featuring: Larry Chu, former Larkspur Council member, past President
25 of MCCMC and Chair of the MCCMC Pension Committee; and John McCauley, Mill Valley
26 Council member

27
28 Ross Mayor/MCCMC President Brekhus introduced former Larkspur Councilmember Chu and
29 Mill Valley Councilmember McCauley. Mr. Chu thanked the following individuals who served
30 on the committee: Councilmembers Haroff, Winter, McCaskill, Andrews, Ackerman, McCauley,
31 McEntee, Ecklund, Drew, Robbins, Brown, McCullough, Withy, Cooler, Thier, and City
32 Managers Schwartz, Chinn, and Cusimano. He also thanked the alternates who participated
33 on the committee.

34
35 Ross Mayor/MCCMC President Brekhus introduced former Larkspur Councilmember Chu and
36 Mill Valley Councilmember McCauley. Mr. Chu thanked the following individuals who served
37 on the committee: Councilmembers Haroff, Winter, McCaskill, Andrews, Ackerman, McCauley,
38 McEntee, Ecklund, Drew, Robbins, Brown, McCullough, Withy, Cooler, Thier, and City
39 Managers Schwartz, Chinn, and Cusimano. He also thanked the alternates who participated
40 on the committee.

41
42 He explained that the process first started in 2010/11 and it was recognized that, despite the
43 public narrative, the pension problem was due primarily to the fact that there were over-
44 estimates on the rate of returns built into SB 400. They had an 8¼ percent discount rate, in
45 addition to taking all the pension benefits from a more inferior tier and bringing everybody up
46 to the same level retroactively. He then introduced Mill Valley Council member John McCauley
47 to continue with the presentation tonight.

48
7.b.

1 Councilmember McCauley explained that the committee's report was designed to be easily
2 understood. He also informed the attendees that they had prepared a slide presentation and
3 that although they were unable to show it this evening, they are happy to come out to any
4 council meetings, show the presentation, and have a more robust conversation with your
5 respective Councils and constituents. (Please note that the presentation has been uploaded
6 to the MCCMC website and can be accessed via this link: [http://www.mccmc.org/wp-](http://www.mccmc.org/wp-content/uploads/MCCMC-Pension-presentation-.pdf)
7 [content/uploads/MCCMC-Pension-presentation-.pdf](http://www.mccmc.org/wp-content/uploads/MCCMC-Pension-presentation-.pdf))
8

9 He first explained that there are two big post-employment responsibilities: pensions and other
10 post-employment benefits (OPEB), which are the retiree health care benefits. The last report,
11 from 2010/11, focused primarily on pensions. This current report focuses both on pensions
12 and on OPEB and the committee provided comments on both.
13

14 Marin municipalities have a \$401 million current liability for those two promises. He
15 understands that it is a large number for people to comprehend, and stated that he would
16 provide a real measure of what that means. Prior to that, he explained that the myth that the
17 stock market crashes caused the shortfall was inaccurate. It was not about the stock market
18 crashes. The issue was a question of funding level and benefit level, how much cities were
19 able to put away for future need versus the expense of the promised benefits.
20

21 CalPERS acknowledged that there was a problem with the accelerated costs, and that
22 something should be done about it. In response, they increased their mortality assumptions, if
23 people live longer, they take more money in benefits. We have to take account of that. They
24 lowered the discount rate down to 7% and they moved their investment mix to be more
25 conservative because as the number of participants grows, there are more retired versus
26 young people. The last action CalPERS took was to acknowledge the gigantic shortfall, and
27 the need to amortize this in over a shorter time. It is this "smoothing" that has become the
28 issue. So cities have an unavoidable amount of costs coming our way. As council members,
29 we know these things are coming our way. Some question whether these actions taken by
30 CalPERS enough. This can be debated, but most will not argue that the changes were
31 excessive, and no matter, in the short run the higher bills cannot be avoided.
32

33 He then returned to the question of the \$401 million previously mentioned, and spoke about
34 what that number means as a percentage of a municipal budget. The average budget in terms
35 of spending on CalPERS is 8.3% within the state of California right now. They anticipate that
36 it's going to go to 15.8%. All things being equal, cities only have so much money coming in
37 their direction. They will need to find ways to accommodate and pay the increase from 8 to
38 15%. That extra money needed will likely need to be taken away from something else and
39 that's what the issue is, what will it be taken away from, or can it be found through other means.
40

41 Options include:

- 42 • Raising taxes and fees, but there is voter fatigue associated with those actions.
- 43 • Benefits could be changed. While this is theoretically possible, with the California rule,
44 that can't happen, as far as the pension side is concerned. Cities are locked in unless the
45 Supreme Court changes that.
- 46 • Decrease the number of employees. But Marin cities and towns are all small and lean,
47 and there is no easy answer in terms of number of employees. Our people work hard.
- 48 • Existing reserves could be used

7.b.

- 1 • Cities can borrow more money.
- 2 • Services could be decreased

3
4
5 The report provides three recommendations about what cities can do to prepare for the
6 anticipated increase in CalPERS costs.

- 7 1. Develop a long range plan: Do a budget. Find out what's coming over the next 10 years.
- 8 2. Make other post-employment benefit or healthcare obligations more sustainable
- 9 3. Be more transparent about your costs.

10
11 He discussed the need to develop a 10-year budget that includes dealing with the impacts of
12 the inevitable cyclic recessions. Other post-employment benefits are a big part of the “promise”
13 that cities make to employees that cannot be ignored.

14
15 He explained that it is important to understand what's going to happen over next 10 years as
16 those costs double and then eventually start to decline again. He recommended that people
17 look at Mill Valley’s January 6th City Council meeting where their plan was discussed. They
18 did a very detailed budget and went through about 10 meetings to get everything worked out.
19 He greatly stressed the importance of a 10 year budget.

20
21 With such a 10-year budget, the first assumption is to have a recession. There has been a
22 recession every six years since 1945, and we are in a ten year upswing. There will be a
23 recession. Each of our cities is very different, we rely on different things for our revenues. What
24 happens when there's a recession? On the property tax side, people don't sell their houses. If
25 most of your city’s money is coming from property tax, a two year recession may not be a big
26 deal. Growth will slow, but there will not likely be a shrinkage in property tax revenues. If most
27 of your city’s money is coming from sales tax, you will experience a big decline in sales tax
28 revenue during the recession. Cities need to build the impacts of a recession into their budgets,
29 and plan for a rainy day fund. Every city will be different, but at least know what you can expect.

30
31 Councilmember McCauley explained that the report goes into great detail about the different
32 methods to prepare for the increase in pension and OPEB costs, and the pluses and minuses
33 of each. You can pursue greater taxes and fees, but that would mean competing with school
34 districts, other special districts and voter fatigue. There is also a long discussion in the report
35 about the various rules about how you raise taxes. You can make less painful cutbacks in
36 headcount, but that is difficult to do when most cities are already running lean. The point of the
37 report is review the long term plan and have the hard discussions with your taxpayers, your
38 employees and your other decision makers.

39
40 He spoke briefly about Mill Valley’s experiences with budgeting when 80% of their costs are
41 employee costs. They have had frank conversations with their employees about how we can
42 make their way through it. The answer that Mill Valley landed on is 2% raises for the next three
43 years, 2.5% raises for years four and five, 3% raises after that. If our bargaining units are
44 accepting of that, we might make our way through.

45
46 Councilmember McCauley reiterated that the report catalogues all of the numbers by city,
47 showing what each city’s post-employment benefit obligation is. There is a lot of liability there
48 and many cities are on Pay as you Go practice, which is ignoring the problem and not putting

7.b.

1 money away for the current employees that you will be paying for 40 years from now. He
2 believes that is unwise. He further explained that there are some cities that are on modified
3 Pay as you Go, where they put some money away, and others that cover the full annual
4 contribution recommended based on an actuarial amortization of the liability.

5
6 He stated that the report strongly recommends that everybody pay what the actuary tells them
7 they need to pay because the money cities put in earns money. Ultimately it is less expensive
8 for your city and it's safer for your employees to pay the actuarial annual required contribution.
9 The committee supports the full funding of pension and OPEB benefits.

10
11 He added that, unlike PERS, you can negotiate post employment health care costs, which Mill
12 Valley has already done. Mill Valley no longer offers OPEBs to new employees, instead
13 offering a defined contribution rather than defined benefit. It's safer, more stable, and they
14 know what it's going to cost. It has been paying the full actuarial annual required contribution
15 for those receiving OPEB benefits for a number of years now and has accumulated over \$10
16 Million to fund this liability.

17
18 One thing that we've asked our actuary to do is to look at health care costs around the County
19 and see what our costs are per employee. When we're comparing salaries, there can be cities
20 that have very lucrative, very generous healthcare benefits which should be considered when
21 comparing salaries. He hopes to get that data out in the next six months.

22
23 Regarding transparency, he discussed the importance of understanding financial statements.
24 Because cities follow GASB, we don't summarize our salary and benefit information
25 transparently. Instead, costs are summarized by police, fire, and other departments. It is not
26 summarized by cost and therefore you can't see how much is salary, how much is benefits,
27 etc.

28
29 He pointed to Mill Valley's financial statements for the last two years, where they have a
30 footnote, a supplemental schedule, which shows exactly what the city's costs are and it's
31 healthy to have that conversation. It's important for everybody to understand how much these
32 benefits are worth. There's nothing right or wrong about them. It's just what they are and it's
33 important that everybody understand that.

34
35 He concluded his remarks by discussing the conversation that no one ever wants to have,
36 which is about the truth of the difficulty we're about to have in terms of public reaction to "a la
37 carte" taxes. Most of America relies on social security. For 51% of people in America, their only
38 savings is social security. City employees do not participate in social security. Part of their
39 pension replaces social security and that is just fair, but if you want to compare the costs of
40 the two, there are different rules in each arena. The average monthly social security payment
41 in January, 2019 was \$1,461 per month and the maximum benefit in 2019 was \$2,800 per
42 month.

43
44 A miscellaneous employee in Marin who was making an average salary from Marin County
45 may receive 3.5 times as much in benefit just on the pension side as compared to social
46 security. Remember that half of America has nothing but social security, and as voters, they
47 are comparing those costs in their mind. We have to understand the tremendous value that
48 exists in these benefits, and that is why we are trying to encourage employees take a little bit

7.b.

1 less salary for the next couple of years while we deal with the shortfall in pension funding to
2 CalPERS.

3
4 He encouraged everyone to read the report if they have not already done so. It was written for
5 a general person to read, and there is a lot of data in there. You can look at your cities, compare
6 yourselves to other cities and then decide what you want to do next. He reiterated that he and
7 Larry are available to your town and provide a much richer conversation about this complicated
8 topic. He then called for any questions.

9
10 Question 1: Is the question of the California rule still before the Supreme court?
11 Councilmember McCauley responded that he believes that's correct. But moving forward, if
12 the state rules this down and says you can move from a defined benefit to a defined
13 contribution plan, which is what happened in corporate America, none of our cities would likely
14 be the first to make that change. Whoever is the first city to do that, all their police are going to
15 go to somewhere else. They would need that the larger cities to go first and then put the
16 pressure on the rest of us to react and follow. He added that the state is not interested in this
17 case at the moment so there has been no movement. Larry Chu added that we are trying to
18 position the cities in Marin to be more financially stable so that when there are ones that fail,
19 Sacramento will finally take note of that and start to make their own reforms. So it's important
20 to not be the one who's the slow one.

21
22 Question 2: What was the impact of Governor Brown's change allowing people to retire at 57
23 instead of 55. Does that improve the situation at all?

24 Councilmember McCauley responded that the improvement was very small. There was a great
25 deal of motivation when PEPRA came out, and it seemed like it was going down the right path.
26 It had about a dozen parts to it and some of them were consequential. But it was just a soft
27 landing. Larry Chu added that the state was just chipping around the edges, and that the more
28 substantial reform never got implemented.

29
30
31
32
33 Following the presentation, Ross Mayor/MCCMC President Brekhus continued with the
34 Business Meeting.

35
36 **7. BUSINESS MEETING (I'll complete the business mtg portion since it's mostly just**
37 **recording who made motions/seconds and a little bit about the item)**

38
39 7.a. Consideration and Possible Action to Make the Following Committee Appointments:

40
41 7.a.1 MCCMC Representative to the County Homeless Policy Steering Committee (2 Seats -
42 each for a two-year term)

43
44 The expiration of current terms were announced at the October 23, 2019 meeting and Letters
45 of Interest were solicited. Letters of Interest from: James Campbell, Belvedere; Kevin Haroff,
46 Larkspur; Renee Goddard, Fairfax were included with the agenda packet. President Brekus
47 called for additional nominations from the floor. Hearing none, she called for discussion and a
48 possible motion.

49
7.b.

1 A motion was made by Pat Eklund, Novato, to appoint Kevin Haroff, Larkspur to one of the seats
2 and to appoint the two additional applicants, James Campbell, Belvedere, and Renee Goddard,
3 Fairfax, and allow them to decide between themselves who will serve as the Primary and who
4 will serve as the Alternate. The motion was seconded by Catherine Way, Larkspur, and
5 approved by acclamation.
6

7 7.a.2 Marin County Transit Board of Directors – Alternate Member (to serve remainder of
8 unexpired term, ending January 2021)
9

10 The availability to apply to serve the remainder of the unexpired term, expiring January, 2021,
11 was announced at the October 23, 2019 meeting and Letters of Interest were solicited. A Letter
12 of Interest was received from: Brian Colbert, San Anselmo, and included in the agenda packet.
13 President Brekhus called for additional nominations from the floor. Hearing none, she called for
14 discussion and a possible motion.
15

16 There was a motion and a second (Moulton-Peters/Lucan) to appoint Brian Colbert, San
17 Anselmo, to serve the remainder of the unexpired term, expiring January, 2021, as Alternate on
18 the Marin County Transit Board of Directors. The motion was approved by acclamation.
19
20

- 21 7.b. Second Reading and Possible Action to Approve an Amendment to the MCCMC
22 Operating Budget for FY 2019-2020 to (1) Increase the Stipend Paid to the MCCMC
23 Secretary/Treasurer From \$700 Per Month to \$800 Per Month, With the Exception of the
24 Summer Hiatus of July and August, for Which the Recommended Stipend is \$450 Per
25 Month; and (2) Approve a One-Time Bonus in the Amount of \$500
26 (Attachment 7b: Report on Proposed Amendment to 2019-20 Budget, as introduced at the
27 October 23, 2019 MCCMC meeting)
28

29 This item was brought forward by the Executive Committee in recognition of the increased
30 workload of the MCCMC Secretary/Treasurer due to additional meetings of the City Selection
31 Committee that were required over the past year, as well as additional assistance with special
32 projects related to ad hoc committee work. It was introduced at the October 23, 2019 meeting and
33 is presented again for second discussion and possible approval.
34

35 There was a motion and a second (Eklund/Moulton-Peters) to approve an amendment to the
36 MCCMC Operating Budget for FY2019-20 to increase the stipend paid to the MCCMC
37 Secretary/Treasurer from \$700 per month to \$800 per month, with exceptions as noted, and to
38 approve a one-time bonus in the amount of \$500. The motion was approved by acclamation.
39
40
41
42

- 43 7.c. Review of Draft Agenda for the February 26, 2020 MCCMC Meeting Hosted by the
44 Town of San Anselmo
45

46 There were no comments on the draft agenda
47
48

- 49 7.d. Informational Item: Draft Minutes Of The October 23, 2019 Marin County City

7.b.

1 Selection Committee Meeting, To Be Reviewed And Accepted At The Next City
2 Selection Committee Meeting, Date To Be Determined

3
4 There were no comments on the draft City Selection Committee Minutes that were included as an
5 informational item.

6
7 7.e. Consideration and Possible Action to Approve the Draft Minutes of the September
8 25, 2019 MCCMC Meeting Hosted by the City of Mill Valley

9
10 There was a motion and a second (Kuhl/Lucan) to approve the minutes of the October 23,
11 2019 MCCMC meeting. The motion was approved by acclamation.

12
13
14
15 **Adjournment**

16 President Brekhus thanked everyone for attending and adjourned the meeting at 8:05
17 p.m. to the next regular meeting scheduled for February 26, 2020 hosted by the Town of San
18 Anselmo.