

# MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS AGENDA

Wednesday, April 28, 2021  
6:00pm

VIA VIDEOCONFERENCE ONLY

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## HOW TO PARTICPATE IN THE MCCMC MEETING VIA ZOOM WEBINAR:

Join the Zoom Webinar at 6:00pm on April 28, 2021 to participate LIVE:  
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If you are joining via dial-in instead of computer/tablet/smartphone, you may dial in to listen to the meeting using: (669) 900-9128 or iPhone one-tap : +16699009128,,88149991312#  
The webinar ID: 881 4999 1312

To provide written public comment prior to or during the meeting, please send email to [MCCMCSecretary@gmail.com](mailto:MCCMCSecretary@gmail.com) (if intended to be read aloud as public comment, please state Public Comment in subject line)

To provide verbal public comment during the meeting, click the “Raise Hand” icon during the item for which you wish to provide comment, and staff will unmute and prompt you to talk at the designated time.

Full Agenda Packet available here: <http://www.mccmc.org>

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### 6:00 PM Welcome and Introductions

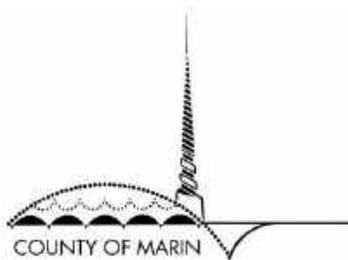
1. **Call to Order:** MCCMC President Eric Lucan
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests:** President Eric Lucan
  - 3.a. Icebreaker Activity – Continuation of Introduction of Current Mayors
4. **Presentations:**
  - 4.a. Senator Mike McGuire –Update to MCCMC Regarding the Current Legislative Session and State Coronavirus Response
  - 4.b. Ben Horenstein, General Manager, Marin Municipal Water District: Conserving Water during Drought
5. **Committee Reports (written reports only – to be published in agenda packet and posted on website, <http://www.mccmc.org/>)**
  - 5.a. Metropolitan Transportation Commission (MTC)  
*5a. Written report from Supervisor Damon Connolly*
  - 5.b. Association of Bay Area Governments  
*5b. Written report from Pat Eklund, Novato*

- 5.c. Golden Gate Bridge, Highway & Transportation District  
*5c. Written report from Alice Fredericks, Tiburon*
- 5.d. Transportation Authority of Marin  
*5d. Written report from Alice Fredericks, Tiburon*
- 5.e. Legislative Committee Report  
*5e. Written report from Alice Fredericks, Tiburon*
- 5.f. Marin Local Agency Formation Commission  
*5f. [Shared Services Workshop Announcement](#) provided by Sashi McEntee, Mill Valley*
- 5.g. Sonoma-Marín Area Rail Transit (SMART)  
*5g. Written report provided by Dan Hillmer, Larkspur*
- 5.h. MCCMC Climate Action Committee  
*5h. Written report from Alexis Fineman*

## **6. Business Meeting**

- 6.a. Announcement of Upcoming Expiration of Terms of the MCCMC Representatives to the Marin County Homeless Policy Setting Committee (HPSC)  
Two seats with expiring two-year terms.  
Current incumbents, James Campbell, Belvedere and Kevin Haroff, Larkspur  
  
Expiration of current terms will be announced and letters of interest will be solicited at the April 28, 2021 meeting. Consideration and Action to Make Appointments to Represent MCCMC on the Marin County HPSC for new two-year terms, commencing June 1, 2021 and expiring May 30, 2023, will be made by the MCCMC membership at its next meeting scheduled for May 26, 2021.  
  
Susan Wernick, Novato, and Rachel Kertz, San Rafael, have expressed intent to submit a Letter of Interest for one of the Representative seats.  
*Attachment 6a. Letters of Interest*
- 6.b. Review of Draft Agenda for May 26, 2021 MCCMC Meeting To Be Held Via Zoom  
*Attachment 6b: Draft agenda for May 26, 2021 MCCMC Meeting*
- 6.c. Approval of Draft Minutes of the March 24, 2021 MCCMC Meeting  
*Attachment 6c: Draft minutes of the March 24, 2021 MCCMC virtual meeting*

**7:00 PM ADJOURN: to the May 26, 2021 meeting, to be held virtually via Zoom**  
*Deadline for Agenda Items – May 19, 2021 Please send to: [MCCMCSecretary@gmail.com](mailto:MCCMCSecretary@gmail.com)*



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DConnolly@marincounty.org  
www.marincounty.org/bos1

April 28, 2021

Via email [elucan@novato.org](mailto:elucan@novato.org)

Eric Lucan, President

Marin County Council of Mayors and Councilmembers

Dear President Lucan:

The Metropolitan Transportation Commission (MTC) met this morning. Following is an update of topics of note on this morning's agenda and at recent Committee meetings. Please share this update with your membership.

#### Marin Sonoma Narrows Funding

MTC has approved a proposal for a Letter of No Prejudice (LONP) on RM3 monies for the completion of the final segment (located in Novato and called B7) of the Marin Sonoma Narrows (MSN) project. Overall MSN is a \$700M dollar project that has long been in the works and is of regional significance. The B7 segment is now ready for construction at a cost of approximately \$121M.

We were able to obtain a \$40M competitive grant through SB1. The remainder of the project is scheduled to be funded by Regional Measure 3 (RM3). RM3 is tied up in litigation and is before the California Supreme Court. It has an uncertain future. The proposal is for MTC and TAM to backfill monies to cover the RM3 portion, with MTC dedicating about \$76M in federal discretionary funds to the project and TAM contributing about \$5M. If RM3 is upheld, then the RM3 money would be repaid to MTC and TAM.

A potential issue arose at Committee as to whether Marin should be obligated to repay the MTC portion if RM3 ultimately gets struck down, or put another way, whether the money should be conditioned on repayment. We were able to successfully argue against this. We noted that the MSN is a major regional project of benefit to more than just Marin, that the B7 segment will create over 1,000 jobs, and that it will result in the completion of a continuous HOV lane between Marin and Sonoma. The Commission ultimately agreed and therefore Marin's only exposure should RM3 fail is the \$5M from TAM. Significantly, TAM is also applying for a federal INFRA grant for the MSN project as an alternative source of funding that could also come into play.

#### Regional Express Lanes

A Regional Express Lanes Strategic Plan was approved by MTC today. Express Lanes are not an immediate issue in Marin, and there is not an effort underway to bring express lanes to the North Bay. However, it is a hot topic in other areas of the Bay Area. One positive development from today's meeting is that language

Eric Lucan  
April 28, 2021  
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was included to identify the goal of “strengthening the regional transit and express bus network” as the managed lanes/express lane concept is pursued. Another important goal will be to ensure that such lanes are adequately tied in with the existing and new HOV lanes around the Bay Area. For example, San Francisco is looking to expand HOV lanes on key arterials leading to the Golden Gate Bridge, namely 19<sup>th</sup> Avenue, as well as Doyle Drive, as referenced in this *Chronicle* article, <https://www.sfchronicle.com/local/article/Muni-board-approves-HOV-lanes-on-S-F-s-state-16116553.php>. Concurrently, the timing may be right to look at coordinating hours of operation in the HOV lanes in Marin with others in the region. Though this is never an easy topic, it may be timely with the completion of the MSN HOV lane and the regional efforts on express lanes.

#### Bus on Shoulder

“Bus-on-Shoulder” describes the limited use of highway shoulders for low-speed transit bus operations, primarily during peak commute periods. The MTC voted to support and seek amendments on AB 476 (Mullin) which would authorize CalTrans to establish a pilot program of up to eight projects allowing for the operation of transit buses on the shoulder of state highways. TAM is currently conducting a study of “bus-on-shoulder” feasibility for US 101 in Northern Marin.

#### Vision Zero

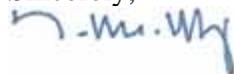
The MTC voted to support AB 43 (Friedman): Vision Zero-Setting Speed Limits to Enhance Roadway Safety. AB 43 permits cities to lower speed limits on streets with high injuries and fatalities, and provides greater flexibility in setting speed limits in school zones. MTC also voted to support AB 550 (Chiu): Vision Zero- a pilot program with speed safety cameras to help enforce speed limits in construction zones and school zones.

#### Resiliency/Climate Adaptation Principles

MTC approved the Resiliency/Climate Adaptation Principles. The principles can be found here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=e81b2ac3-82fc-47ec-a9e2-10e16eb115d1.pdf>. The principles are intended to guide staff’s advocacy as it relates to the range of climate adaptation bills and proposals pending in the Legislature in the 2021-2022 state legislative session. They are a broad statement of policy priorities. Recommendations on specific bills will be brought to the Joint MTC/ABAG Legislation Committee in the coming months.

As always, I welcome your input and questions.

Sincerely,



Damon Connolly

cc: Rebecca Vaughn [mccmcsecretary@gmail.com](mailto:mccmcsecretary@gmail.com)

## Report on ABAG to MCCMC<sup>1</sup>

April 2021

### EXECUTIVE SUMMARY:

- 1) **CA Department of Housing and Community Development (HCD) APPROVES ABAG RHNA Methodology:**  
On April 12, 2021, HCD informed ABAG that the draft RHNA Methodology furthers the statutory objectives and “applauds the significant weighting of Access to High Opportunity Areas as an adjustment factor and including an equity adjustment in the draft methodology.”
- 2) **LEGISLATION:** ABAG Executive Board voted to support AB 43 (Friedman) which allows cities to lower speed limits below the 85th percentile on streets with high injuries and fatalities; and, AB 550 (Chiu) which requires the California State Transportation Agency (CalSTA) to establish a stakeholder working group to establish guidelines for two pilot programs for speed safety cameras.
- 3) **RESILIENCY/CLIMATE ADAPTATION ADVOCACY PRINCIPLES:** ABAG approved the modified Resiliency/Climate Adaptation Principles on April that will guide ABAG and MTC on numerous climate adaptation bills and proposals pending in the Legislature including, but not limited to: AB 897 (Mullin) as well as resilience-related bond proposals, including Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino). MTC will be taking action on these principles on April 27, 2021.
- 4) **JUNE 25, 2021 – GENERAL ASSEMBLY, 10:00 am – Please reserve the date!**

### HCD APPROVES ABAG RHNA Methodology

On April 12, 2021, Megan Kirkeby, Deputy Director of the Department of Housing and Community Development (HCD) informed ABAG that “HCD has completed its review of the methodology and finds that the draft ABAG RHNA Methodology furthers the statutory objectives described in Government Code Section 65584(d).” HCD also applauded ABAG in including “the significant weighting of Access to High Opportunity Areas as an adjustment factor and including an equity adjustment in the draft methodology.”

Now that HCD has approved the RHNA methodology for the SF Bay Area, ABAG will be distributing the final RHNA allocations to the 109 jurisdictions which can be appealed through the ABAG appeal process. The ABAG Executive Board will be reviewing the final RHNA allocations for distribution to jurisdictions in May 2021. The HCD approval letter is attached (see Attachment 1).

### LEGISLATION

The ABAG Executive Board took action on the following bills on April 15, 2021:

1. Assembly Bill 43 (Friedman)[ Vision Zero-Setting Speed Limits to Enhance Roadway Safety Background]. This bill permits cities to lower speed limits below the 85th percentile on streets with high injuries and fatalities. The bill also provides for greater flexibility to set speed limits in school zones and requires traffic surveyors take into account the presence of vulnerable groups, including children, seniors, the unhoused and persons with disabilities when setting speed limits.

**The ABAG Executive Board voted to support AB 43. VOTES:** Yes – 28; No – 0; and, Absent - 6  
**Yes:** Susan Adams, Candace Andersen, Jesse Arreguin, Nikki Fortunato Bas, Tom Butt, David Canepa, Keith Carson, Cindy Chavez, Pat Eklund, Leon Garcia, Giselle Hale, Barbara Halliday, Rich Hillis, David Hudson, Otto Lee, Matt Mahan, Rafael Mandelman, Gordon Mar, Nathan Miley, Karen Mitchoff, Raul Peralez, Belia Ramos, Carlos Romero, Jim Sperring, Lori Wilson, Director Chan, Director Hendricks, Director Rameriz.

<sup>1</sup> Marin County Council of Mayors and Councilmembers (MCCMC)

**No:** None **Absent:** Maya Esparza, Carroll Fife, Rich Hillis, Stephanie Moulton-Peters, David Rabbitt, Loren Taylor.

2. Assembly Bill 550 (Chiu) [Vision Zero: Speed Safety Cameras]. This bill requires the Secretary of the California State Transportation Agency (CalSTA) to establish a stakeholder working group to establish guidelines for two pilot programs for speed safety cameras: one focused on local streets the other on state and local work zones.

AB 550 aims to provide the state and local agencies with a critical new tool—speed safety cameras—to help enforce speed limits in construction zones and school zones. This legislation is co-sponsored by the Bay Area cities of Oakland, San Francisco, and San Jose, who have been champions of vision zero policy for a number of years. The bill requires the Secretary of CalSTA on or before July 1, 2022, to adopt guidelines for two speed safety pilot programs:

1. **Work Zone Pilot Program.** Authorizes the Department of Transportation (Caltrans) to establish, in collaboration with the California Highway Patrol, a work zone pilot program where speed safety cameras may be used in active work zones on state highways. If the state highway functions as a local road, Caltrans must have a written agreement with the local transportation department.

2. **Local Streets Pilot Program.** Authorizes a local department of transportation (including public works division of a city or county if it does not have a transportation department) to establish a local program authorizing speed safety cameras on local roads, including in school zones. In developing the guidelines, AB 550 requires that CalSTA consult with Caltrans, the California Highway Patrol (CHP), the State Department of Public Health, local governments, privacy stakeholders and others. Thirty days after the guidelines are finalized and submitted to the Legislature, Caltrans and local agencies would be authorized to implement compliant speed safety programs until 2027.

**The ABAG Executive Board voted to support AB 550. VOTES: Yes – 28; No – 0; and, Absent - 6**

**Yes:** Susan Adams, Candace Andersen, Jesse Arreguin, Nikki Fortunato Bas, Tom Butt, David Canepa, Keith Carson, Cindy Chavez, Pat Eklund, Leon Garcia, Giselle Hale, Barbara Halliday, Rich Hillis, David Hudson, Otto Lee, Matt Mahan, Rafael Mandelman, Gordon Mar, Nathan Miley, Karen Mitchoff, Raul Peralez, Belia Ramos, Carlos Romero, Jim Spering, Lori Wilson, Director Chan, Director Hendricks, Director Rameriz.

**No:** None **Absent:** Maya Esparza, Carroll Fife, Rich Hillis, Stephanie Moulton-Peters, David Rabbitt, Loren Taylor.

### **RESILIENCY/CLIMATE ADAPTATION ADVOCACY PRINCIPLES:**

On April 15, 2021, the ABAG Executive Board approved the modified Resiliency/Climate Adaptation Principles that will guide ABAG and MTC on numerous climate adaptation bills and proposals pending in the Legislature. Currently several bills have been introduced that focus on climate adaptation including, but not limited to: AB 11 (Ward); AB 50 (Boerner-Horvath), A 51 (Quirk), and AB 897 (Mullin). In addition, the following resilience-related bond proposals have been introduced including, but not limited to AB 1500 (Garcia) and SB 45 (Portantino). MTC will be taking action on these principles on April 28, 2021. Attached is a copy of the ABAG adopted principles (see Attachment 2).

Attachment 1: HCD letter dated April 12, 2021 approving ABAG’s RHNA Methodology

Attachment 2: ABAG approved Resiliency/Climate Adaptation Principles

## UPCOMING MEETINGS<sup>2</sup>

- **April 28, 2021 --** Metropolitan Transportation Commission, 9:35 am  
MTC Bay Area Toll Authority, 9:40 am  
MTC Bay Area Housing Finance Authority, 9:45 am
- **April 29, 2021 --** ABAG Housing Committee & MTC Bay Area Housing Authority Oversight Committee, 2:00 pm
- **May 12, 2021 --** Budget Study Session of MTC, MTC SAFE, BATA, BAHA, BAIFA, 9:05 am  
MTC Bay Area Toll Authority Oversight Committee, 9:35 am  
MTC Administration Committee, 9:40 am  
MTC Programming and Allocations Committee, 9:45 am  
MTC Policy Advisory Committee, 1:30 pm
- **May 13, 2021 --** ABAG Regional Planning Committee, 10:00 am  
ABAG Housing Committee, 1:00 pm
- **May 14, 2021 --** MTC Operations Committee, 9:35 am  
Joint MTC Planning and ABAG Administrative Committees, 9:40 am  
Joint ABAG/MTC Legislation Committee, 9:45 am  
BATA Recovery Ad Hoc Working Group, 2:00 pm
- **May 17, 2021 --** MTC Fare Integration Task Force, 1:05 pm  
MTC Clipper Executive Board, 1:30 pm
- **May 20, 2021 --** ABAG Finance Committee, 5:00 pm  
ACFA Governing Board, 5:15 pm  
ABAG Executive Board, 5:30 pm
- **May 21, 2021 --** Bay Area Regional Collaborative, 10:05 am
- **May 24, 2021 --** MTC Blue Ribbon Transit Recovery Task Force, 1:05 pm
- **May 26, 2021 --** Metropolitan Transportation Commission, 9:35 am  
MTC Bay Area Toll Authority, 9:40 am  
MTC Bay Area HQ Authority, 9:45 am  
MTC Bay Area Infrastructure Financing Authority, 9:50 am  
MTC Bay Area Housing Finance Authority, 9:55 am
- **June 25, 2021 --** General Assembly, 10:00 am

If you have questions, contact Pat Eklund, Mayor, City of Novato at 415-883-9116; [pateklund@comcast.net](mailto:pateklund@comcast.net)

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<sup>2</sup> All meetings are conducted via Zoom, webcast, teleconference, unless noted otherwise.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

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April 12, 2021

Therese W. McMillan, Executive Director  
Association of Bay Area Governments  
375 Beale Street, Suite 700  
San Francisco, CA 94105

Dear Executive Director Therese W. McMillan:

**RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology**

Thank you for submitting the draft Association of Bay Area Governments (ABAG) Sixth Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodologies to determine whether a methodology furthers the statutory objectives described in Government Code Section 65584(d).

In brief, the draft ABAG RHNA methodology begins with the total regional determination provided by HCD of 441,176 units and uses a baseline allocation to assign each jurisdiction a beginning share of the units. The baseline allocation is based on each jurisdiction's share of the region's total households in the year 2050 from the Plan Bay Area Final Blueprint. The methodology then applies one set of factors and weights to adjust the baseline allocation for the very low and low units, and another set for moderate and above moderate units to address the statutory objectives.

For the low- and very low-income allocations, the methodology uses three adjustments: access to high opportunity areas (70 percent), job proximity by auto (15 percent), and job proximity by transit (15 percent). For the moderate and above moderate allocations, the methodology uses two adjustments: access to high opportunity areas (40 percent) and job proximity by auto (60 percent).

Lastly, the methodology applies an equity adjustment that identifies 49 jurisdictions that exhibit higher racial segregation and higher median incomes than regional averages. The adjustment ensures each jurisdiction receives an allocation of lower income units that is proportional to its share of the region's total households in 2020.

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**HCD has completed its review of the methodology and finds that the draft ABAG RHNA Methodology furthers the statutory objectives described in Government Code 65584(d).**<sup>1</sup> HCD acknowledges the complex task of developing a methodology to allocate RHNA to 109 jurisdictions while furthering the five statutory objectives of RHNA. This methodology largely distributes more RHNA near jobs, transit and resources linked to long-term improvements of life outcomes. In particular, HCD applauds the use of objective factors specifically linked to the statutory objectives.

HCD commends ABAG for a robust methodology development process, with exceptional stakeholder engagement, through its Housing Methodology Committee (HMC). The HMC consisted of nine elected officials and 12 planning staff, with representation from all six ABAG counties. It also consisted of 16 diverse regional stakeholders. This combination of elected officials, local government staff, and regional stakeholders met 12 times over the course of a nearly one calendar year.

Below is a brief summary of findings related to each statutory objective described within Government Code Section 65584(d):

*1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.*

On a per capita basis, the methodology allocates larger shares of RHNA to higher income jurisdictions, resulting in an allocation larger than their existing share of households. Jurisdictions with more expensive housing units – an indicator of higher housing demand – receive larger allocations on a per capita basis. For example, Palo Alto and Menlo Park have some of the highest housing costs in the region, according to American Community Survey Data. Both jurisdictions receive a share of the regional RHNA that is larger than their share of the region's population, putting them in the top 15 per capita allocations. Additionally, jurisdictions with higher rates of home ownership and single-family homes receive slightly larger lower-income allocations as a percentage of their total RHNA (supporting a mix of housing types).

*2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.*

The draft ABAG methodology encourages a more efficient development pattern by allocating nearly twice as many RHNA units to jurisdictions with higher jobs access, on a per capita basis. Jurisdictions with higher jobs access via transit also receive more RHNA on a per capita basis.

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<sup>1</sup> While HCD finds this methodology compliant, applying this methodology to another region or cycle may not necessarily further the statutory objectives as housing conditions and circumstances may differ.

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Jurisdictions with the lowest vehicle miles traveled (VMT) per capita, relative to the region, receive more RHNA per capita than those with the highest per capita VMT. ABAG's largest individual allocations go to its major cities with low VMT per capita and better access to jobs. For example, San Francisco – which has the largest allocation – has the lowest per capita VMT and is observed as having the highest transit accessibility in the region. As a major employment center, San Jose receives a substantial RHNA allocation despite having a higher share of solo commuters and a lower share of transit use than San Francisco. However, to encourage lower VMT in job-rich areas that may not yet be seeing high transit ridership, ABAG's Plan Bay Area complements more housing in these employment centers (which will reduce commutes by allowing more people to afford to live near jobs centers) with strategies to reduce VMT by shifting mode share from driving to public transit.

*3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.*

The draft ABAG methodology allocates more RHNA units to jurisdictions with more jobs. Jurisdictions with a higher jobs/housing imbalance receive higher RHNA allocations on a per capita basis. For example, jurisdictions within the healthy range of 1.0 to 1.5 jobs for every housing unit receive, on average, a RHNA allocation that is 61% of their current share of households. Jurisdictions with the highest imbalances – 6.2 and higher – receive an average allocation 1.21 times their current share of households. Lastly, higher income jurisdictions receive larger lower income allocations relative to their existing lower income job shares.

*4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.*

On average, cities with a larger existing share of lower income units receive smaller allocations of low- and very-low income units as a percentage of their total RHNA. For example, East Palo Alto's current percentage of households that are lower income is the highest in the ABAG region and it receives the lowest lower income allocation as a percentage of its total RHNA. San Pablo's percentage of households that are lower income is the second highest in the region and its lower income allocation as a percentage of its total RHNA is lower than 92% of other jurisdictions. Cities with smaller shares of existing lower income units receive larger allocations of low- and very low-income units as a percentage of their total RHNA.

*5. Affirmatively furthering fair housing, which means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access*

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*to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.*

HCD applauds the significant weighting of Access to High Opportunity Areas as an adjustment factor and including an equity adjustment in the draft methodology. ABAG's methodology allocates more RHNA to jurisdictions with higher access to resources on a per capita basis. Additionally, those higher-resourced jurisdictions receive even larger lower income RHNA on a per capita basis. For example, the high-resourced communities of Cupertino and Mountain View receive higher total allocations on a per capita basis. For lower resourced jurisdictions with high rates of segregation, such as East Palo Alto, their allocations – particularly lower income RHNA allocations – are much lower on a per capita basis.

HCD appreciates the active role of ABAG staff in providing data and input throughout the draft ABAG RHNA methodology development and review period. HCD especially thanks Gillian Adams, Dave Vautin, and Aksel Olsen for their significant efforts and assistance.

HCD looks forward to continuing our partnership with ABAG to assist its member jurisdictions to meet and exceed the planning and production of the region's housing need.

Support opportunities available for the ABAG region this cycle include, but are not limited to:

- SB 2 Planning Grants Technical Assistance: Ongoing regionally tailored technical assistance will also remain available throughout the housing element development timeline. Technical assistance information is available at <https://www.hcd.ca.gov/community-development/planning-grants-ta.shtml>.
- HCD also encourages all ABAG's local governments to consider the many other affordable housing and community development resources available to local governments, including the Permanent Local Housing Allocation. HCD's programs can be found at <https://www.hcd.ca.gov/grants-funding/nofas.shtml>.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Tom Brinkhuis, Housing Policy Specialist at (916) 263-6651 or [tom.brinkhuis@hcd.ca.gov](mailto:tom.brinkhuis@hcd.ca.gov).



Megan Kirkeby  
Deputy Director

## **Regional Resilience/Climate Adaptation Advocacy Principles**

*Adopted by the ABAG Executive Board on April 15, 2021*

- 1. Build on Existing Regional Planning Processes and Authorities:** State law should ensure that regional climate adaptation plans are developed by a multi-stakeholder process managed and led by public agencies that are accustomed to tackling complex regional planning processes. Councils of government (COGs) and metropolitan planning organizations (MPOs) should be identified as potential agencies to serve in this role in partnership with other key stakeholders. Additionally, the geographic scope of regional climate adaptation networks should cover the entirety of a single region and there should not be multiple regional climate networks within a given region.
- 2. Center Equity:** Equity should be a core consideration identified in legislation related to climate adaptation planning and any climate adaptation bond proposals. Many of the communities most vulnerable to the impacts of climate change lack the resources to engage in the critical planning work and local capacity building that is needed on the front end, not to mention the capital funds to construct the projects. To remedy this, equity must be centered as a factor for determining what stakeholders are included in the planning and prioritization process. Furthermore, a regional approach to climate adaptation planning and funding can help ensure that vulnerability assessments are conducted throughout the region, particularly in the most vulnerable communities often at the frontlines of risk.
- 3. Define Appropriate Roles for Local, Regional and State Agencies:** Effective planning and implementation requires clarity about agency roles and responsibilities at all levels of government to avoid conflicts and duplication of effort while optimizing the use of taxpayer funds. The Legislature should provide clear direction regarding local, regional, and state government roles in adaptation planning, and build on areas where each level of government already has some level of authority and responsibility. At the same time, the Legislature should provide clear guidance for the important roles to be played by regional adaptation collaboratives, non-profits, community organizations, and academic institutions. Outside the legislative process, the Bay Area needs to identify the roles and responsibilities of the various local and regional agencies that have a stake in, and authority related to, climate adaptation.
- 4. Support Engagement with and Provide Support for Nongovernmental Agencies Involved in Climate Adaptation:** Many nongovernmental entities in the Bay Area and statewide are making significant contributions to climate adaptation research, community engagement and planning. The establishment of regional climate networks in state law should encourage and support the public-private-nonprofit collaboration that is already underway in most regions of the state. While new planning responsibilities should reside with public agencies, nongovernmental organizations can make significant contributions to climate adaptation education, research and technological innovation, as well as convening stakeholders. Accordingly, nongovernmental agencies should be eligible to receive funding from new state or federal grant programs for these purposes and their work should be coordinated with that of local and regional agencies.

**5. Support a Local/Regional/State Partnership Approach and Secure New Funding:**

Successful climate adaptation planning and implementation will depend on action at both the local and regional levels with guidance – and where possible, funding – provided by the state and federal government. This is analogous to housing planning, where the state requires regions to develop an overarching methodology for growth that achieves specific goals but leaves it up to regions to work out the details of a regional strategy and to local jurisdictions to identify specific sites and make the zoning changes needed.

The following factors should be considered in the development of any new climate adaptation funding program(s):

- Funding is needed as soon as possible to begin the necessary local and regional planning work to identify, prioritize, and design a pipeline of climate adaptation projects that are ready to receive capital funding.
- Funding should be identified to support the entire lifecycle of a project: planning, design, engineering, permitting, construction, and monitoring. Where possible, funding program eligibility and timing guidelines should be designed to encourage projects to advance rapidly from one phase to the next.
- One-time funds can help jump start this effort in FY 2021-22, such as through a state climate resilience bond or federal stimulus funding, but to institutionalize resilience and fully integrate it into long-range local and regional planning, additional ongoing resources will be needed.
- To ensure that *all* regions and local jurisdictions statewide have adequate funding to conduct this work, the state should augment local and regional planning funding for this purpose. Additionally, a share of new climate adaptation capital funding should be distributed directly to regional climate networks to support cross-jurisdictional needs that are identified in regional climate adaptation plans.

Golden Gate Bridge Highway and Transportation District Report to MCCMC April 2021  
Submitted by Alice Fredericks

Transit Operations

There has been some increase in traffic in the 101 corridor. As of end of March, GGB traffic and therefore tolls are still 2/3 of normal, bus ridership is down 82%, ferry, 97%. Revenues associated have decreased correspondingly – down \$1.5M a week. Federal relief funds are expected to cover reduced expenses, so the district will continue to balance the operating budget until the end of the year without layoffs. Still, county Health and Human Services directives that allow 3-foot distances between passengers would support continued operations without future losses.

Employee Safety

District transit employees and those who interact and engage with the public on a daily basis have all been offered vaccinations; passengers must wear face coverings. Employee also offered self-administered oral saliva COVID 19 RNA test kits as a screening tool. District staff continue to manage traffic and other operations at Larkspur Landing Vaccination site.

Ferry Infrastructure

MS Sonoma Ferry rebuild is complete. This is the last of planned overhauls to the district mono hull vessels. New seats carpeting ceilings paint escalator and bike escalator, cleaner engines efficiency and reliability await resumption of full service.

On March 11, the Sausalito ferry float, in use since early 90s, was removed from service and taken to dry dock for repairs. Weather events crated surface fractures and coating failures, so the float was no longer watertight and was becoming unstable. Extensive repairs required work when the float is not in use. Emergency work is now being performed. Ferry service is suspended. The 10 percent of ferry passengers still using the service will be accommodated by bus service in the 60 days it will take to finish repair work.

The District engineer continues to oversee work on the suicide deterrent projects and the work to mitigate the wind induced noises generated by the design of the new bridge railings

Current Transit Operations as of End March:

Trips to Vaccination Sites: Golden Gate Transit, Golden Gate Ferry, Marin Transit, and SMART are providing free transit trips to and from vaccination sites for community members with appointments. All three agencies are offering free rides by bus, train, and boat in both directions to mass vaccination sites, hospitals, or anywhere else that is offering vaccinations. This joint effort is aimed at reducing transportation and cost barriers for community members to receive the vaccine.

To receive a free ride, customers are required to show physical or digital confirmation of their same-day vaccine appointment at time of boarding. More information on vaccination sites and

appointment availability in Marin County can be found on the Marin County Health Department's [vaccination options webpage](#).

Daily Operations of Transit Services: Golden Gate Transit operates daily and Golden Gate Ferry operates weekdays only. For schedules and trip-planning assistance, visit [goldengate.org](http://goldengate.org) or call the Golden Gate Customer Service Center at 415-455-2000. Customer service representatives are available weekdays from 7:00 a.m. to 6:00 p.m.

Marin Transit operates daily. For schedules and trip-planning assistance, customers may visit [marintransit.org](http://marintransit.org) or call 511 and say "Marin Transit." Representatives are available weekdays from 7:00 a.m. to 6:00 p.m.

SMART operates weekdays only. View the train schedule online at [SonomaMarinTrain.org/schedules-fares](http://SonomaMarinTrain.org/schedules-fares). For questions or trip-planning assistance, contact the SMART Customer Service Center at 511 or 707-794-3330, 8:00 a.m. to 5:00 p.m. weekdays, except holidays.

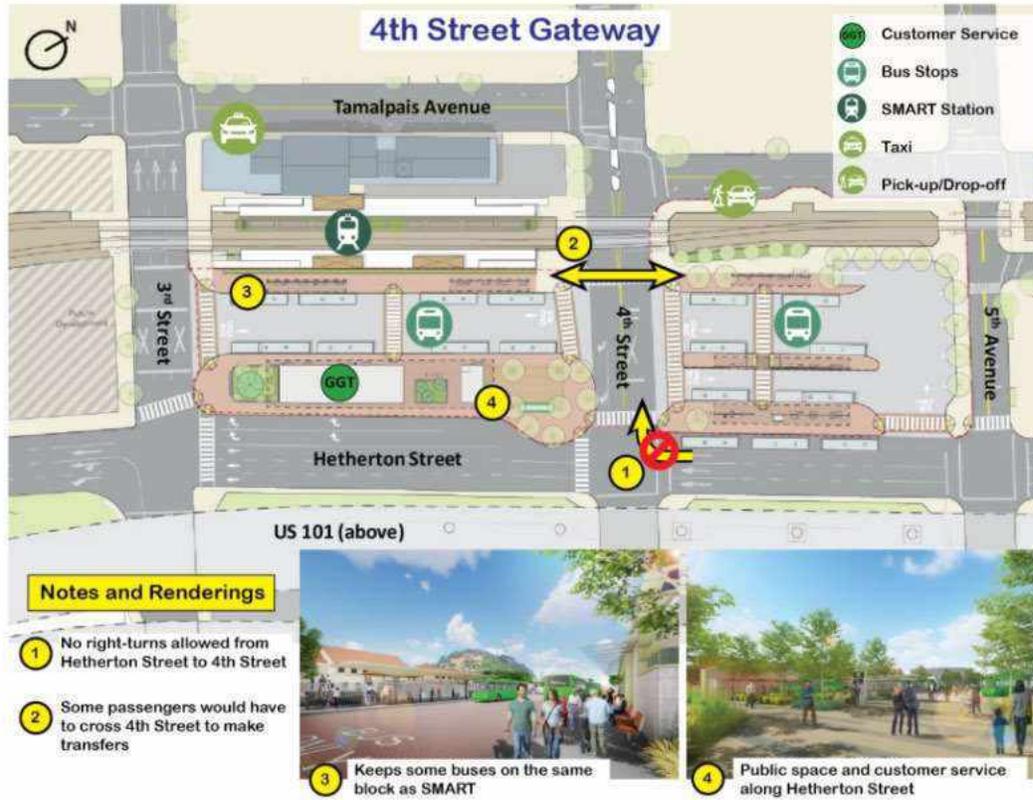
#### San Rafael Transit Center Relocation

The San Rafael Transit Center is owned and operated by the Golden Gate Bridge Highway and Transit District (GGBHTD). Sixty buses an hour travel through the San Rafael Transit Center during pre-ovid peak commute hours. Pre Covid, nine thousand passengers a day rode those commute buses. The rebuild of the Transit Center is a crucial project to all Marin communities as well as other North Bay communities, so the District has conducted robust community outreach for input on the 3 alternative builds for the San Rafael Transit Center, seen below. A significant portion of transit riders come from the Canal District, so the project team worked with the Canal Alliance for outreach in a Facebook and a zoom community meeting. Over 100 families attended another outreach meeting at San Rafael high school. The input focused on architectural preservation, with little comment on transit needs or traffic impacts. Merchants and civic groups were also surveyed.

Seventy percent of transit riders responding to surveys prefer the Whistlestop alternative, while most auto drivers prefer the underthefreeway alternative. A draft Environmental Impact Report (DEIR) will be completed in the coming months and is expected to include information about the preferred build alternative. Transit Center build alternatives under study are shown on the pages following this one.

## 4th Street Gateway Concept

The 4th Street Gateway Concept places the transit center between 3rd Street, 5th Avenue, the SMART tracks, and Hetherton Streets. Bus bays would be both north and south of 4th Street. A new Customer Service building would be constructed along Hetherton Street.



The Whistlestop Block Concept places the transit center between 3rd Street, 4th Street, Tamalpais Avenue, and Hetherton Streets. Bus bays would be on both sides of the SMART tracks. Customer Service would be provided in the Whistlestop Building.



## Under the Freeway Concept

The Under the Freeway Concept places the transit center between Hetherton and Irwin Streets on both sides of 4th Street. Bus bays would be on both sides of 4th Street. Customer Service would be provided in a new building along 4th Street.



TAM Report to MCCMC April 2021  
Submitted by Alice Fredericks

### GOVERNOR'S CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE.

<https://calsta.ca.gov/subject-areas/climate-action-plan>

The Climate Action Plan for Transportation Infrastructure (CAPTI) is a policy to align state transportation investment with state priorities regarding climate change, health and social equity. In service of addressing those goals, investments are prioritized that will motivate people to choose other means of travel than cars, fund infrastructure that encourages transit use, walking and biking, mitigate increase costs of transit for lower income populations. Proposed actions include, but are not limited to: building an integrated statewide rail and transit network, investing in bike and ped infrastructure networks, reducing health harm and maximizing benefits to disproportionately impacted disadvantage communities, creating a zero emission freight transportation system. Release of the plans to meet these laudable goals is expected in June 2021.

Some concerns raised by CAPTI for County Transportation Agencies such as TAM include how these priorities will impact current long term planning efforts that rely on state and local collaborative efforts and are already in the works.

### MODE SHIFT

Among the major current actions in service of supporting travel mode shift from cars, TAM has actively sought funding for projects and programs such as those that encourage bike travel. Some examples include:

#### First and Last Mile to Transit

Bike Share: TAM and Sonoma County Transit Agency are jointly managing a 3-year bike share pilot program providing first and last mile options from SMART stations and major bus hubs. The program will provide bike sharing grants for travel to downtowns, employment centers and other key destinations in 7 cities along the SMART corridor - Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, Larkspur, SMART, Golden Gate Transit. The bike program provided by BOLT Mobility will make 300 e bikes available that can be located, unlocked and paid for with an app linked to the clipper card. TAM Board authorized execution of the draft Marin Sonoma Bike Share agreement at its meeting on April 21.

#### Pathways

Richmond San Rafael Bridge Shared Use Path Gap : MTC currently recommended that the California Transportation Commission award \$430,200 to the Richmond-San Rafael Bridge Shared Use Path Gap Closure project. The gap closure will complete the path of travel from multi-use pathway on Francisco Boulevard East in San Rafael to the new bicycle and pedestrian facility on the Richmond-San Rafael Bridge.

North South Greenway: TAM continues work with Caltrans and the City of Larkspur to widen the Northbound US 101 off-ramp structure over Corte Madera Creek and close the existing gap between the Central Marin Ferry Connector Path and the existing Greenbrae Pedestrian Overcrossing on Old Redwood Highway. The Northern Segment on the gap closure and is within the right of way of the City of Larkspur. Construction bid documents and design work for habitat restoration has begun. The Southern Segment of the gap closure within the CALTRANS right of way is under construction and scheduled to open in 2022.

### TAM BUDGET/FINANCES

Revenue: In March, TAM Board approved reinstating the originally adopted FY 202-2021 Measure A/AA revenue level of 27.5M based on sales tax disbursements received as of February 2021. The decision was based on the relatively stable taxable sales base in Marin and the expected existing and upcoming stimulus funding.

However, vehicle registration activity has decreased based on the most recent vehicle registration data for the County, the possible continuing negative COVID on the economy and vehicle purchases. Given that revenue collection trend, at its March 25, 2021 meeting the Board also approved to revise the FY2020-21 budget level for the Measure B \$10 VRF downward from \$2.42M to \$2.32M.

Staff will continue to update revenue collection for the Board.

RM3 Funding: Regional Measure 3 (RM3) initiative was approved by voters in 2018 and provided funding for highway and transit projects from increases in tolls on state owned toll bridges. In addition to funding for other projects in Marin, \$120M was for the U.S. 101 Marin-Sonoma Narrows (MSN) was included in the RM 3 Expenditure Plan approved by the voters.

Two lawsuits against the Bay Area Tolling Authority (BATA) challenging the measure are waiting for resolution at the state Supreme Court and have tied up the RM3 funds in an escrow account. Funding from other sources have temporarily backfilled some of the ongoing projects, but the TAM Board at its April meeting has authorized the Director to take the action required by Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC) to affirm that expenditures on the projects expecting RM3 allocations will remain eligible for RM3 funding should BATA prevail in the lawsuits and RM3 toll revenues become available.

Legislative Committee Report to MCCMC April 2021  
Submitted by Alice Fredericks

MCCMC Legislative Committee will be facing an avalanche of bills on which to take positions. Bills with a fiscal impact will pass out of their assigned policy committees by April 30, non-fiscal bills by May 7<sup>th</sup>. Bills that do not pass out of committee become 2 year bills and must of their house of origin by next January to be considered any further in the session.

The Legislative Committee had previously taken an oppose unless amended position to SB9. The bill allowed, among other provisions, for ministerial approval of certain 2 unit projects and/or lot splits. Although partially amended to clarify that the bill did not propose to allow additional units such as ADUs, the bill remain on the Legislative Committee's watch list to track other unresolved issues.

Housing and Broadband legislation is the current focus of the Committee. At this point in the Legislative process, MCCMC Legislative Committee begins taking positions on the bills that have gone through preliminary amendments at the policy committees. To follow is a partial list and abbreviated summary of the bills currently being watched.

**HOUSING BILLS:**

At the Housing Webinar sponsored by CalCities, CSAC, the California Office of Planning and Research (OPR) and Placeworks Thursday April 1, Gustavo Velasquez, Director of the Department of Housing and Community Development, (HCD) reported that statewide housing production continues to fall well below the 180 thousand units needed annually. Housing elements compliant with state requirements for housing production have been submitted by 522 on the 539 jurisdictions that have submitted housing elements. He offered a toolbox of aid from HCD to help jurisdictions support increased housing production.

MCCMC legislative Committee continues to support proposed state legislation providing tools and funding for housing creation, but also to oppose legislation that infringes upon local jurisdictions' land use authority, especially when the proposals are infeasible or punitive.

**Overview of Housing Legislation likely to be considered by MCCCMLC Legislative Committee:**

Proposals to support increased housing production include, for example, bills that allow rezoning of retail and commercial areas to allow housing (SB4/AB115), create density by allowing lots splits and multi unit projects in SFD zones (SB9, formerly SB 190 in last session), and also by prohibiting local jurisdictions from requiring onsite parking in housing projects near transit (AB 1401). There are both punitive and incentive driven tools to encourage compliance.

**Creation of benefits for jurisdictions and developers to incentivize housing production**

Housing bonds (**SB5**)

Grant opportunities (**SB15**)

RHNA credits to jurisdictions that share certain resources to create housing (**SB 809**)

Density bonuses (**SB 290**)

Attempts to reduce the risks and impacts of increased density:

**AB 1445** (Levine D) As proposed 4.11.21. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. *This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors - emergency evacuation*

Over riding Local Land Use Authority:

**AB 1322 (Bonta D) as Amended 4.05.21** Would *prohibit enforcement of single-family zoning provisions* in a charter city's charter if more than 90% of residentially zoned land in the city is for single-family housing or if the city is characterized by a high degree of zoning that results in excluding persons based on their rate of poverty, their race, or both.

**SB 765 (Stern D) As proposed 4.11.21** This bill would provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would *authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency's setback requirements make the building of the accessory dwelling unit infeasible*. The bill would specify that if the local agency did not have an accessory dwelling unit ordinance as of January 1, 2020, the applicable rear and side yard setback requirement is 4 feet.

**AB 989 as Amended 3.25.21** - Would establish a Housing Accountability Committee within HCD, and would prescribe its membership. The bill would set forth the committee's powers and duties, including the *review of appeals regarding multifamily housing projects that cities and counties have denied* or subjected to unreasonable conditions that make the project financially infeasible

Protecting local land use authority

**ACA7** (b) (1) *A county or city ordinance or regulation that regulates the zoning or use of land within the boundaries of the county or city shall prevail over conflicting general laws, except for the following:*

- (A) An ordinance or regulation that conflicts with the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.
- (B) An ordinance or regulation that addresses the siting of a power generating facility capable of generating more than 50 megawatts of electricity.
- (C) An ordinance or regulation that addresses the development or construction of a water or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state.

For purposes of this subparagraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed use.

(2) The provisions of this subdivision are severable. If any provision of this subdivision or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

### **BROADBAND BILLS**

The policy driving this legislation is to provide adequate broadband service to all, with attention to the needs of underserved communities. The issue presented by some of the bills is usurpation of local jurisdictions' land use authority.

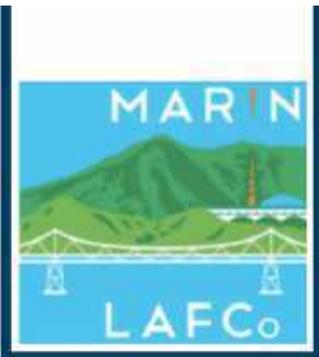
**AB 14** requires the Governor's Office of Business and Economic Development (GO-Biz) to develop a model for **streamlined local land use approval** and construction permit processes for broadband infrastructure deployment and connectivity projects before June 30, 2022;

**AB 41** states the intent of the Legislature is to enact future legislation that will improve California's "Dig Once" policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved. The bill essentially requires conduits for broadband be placed in any state highway right of way when a trench is opened for any reason. The requirement can impact local roads, for example, Tiburon Blvd which is a legacy state highway.

**SB 378** - Would authorize a provider of fiber facilities to determine the method of the installation of fiber. **The bill would prohibit a local agency**, as defined, from prohibiting, or unreasonably discriminating in favor of or against the use of, aerial installations, open trenching or boring, or microtrenching, but would authorize a local agency to prohibit aerial deployment of fiber where no aboveground utilities exist due to Electric Tariff Rule 20 or other existing underground requirements.

**Not Listed:** Various bills with shot clocks that deem an application for broadband infrastructure projects approved if government approving body does not act to approve or disapprove within a time period.

MCCMC Legislative Committee expects to broaden its advocacy scope to include consideration of climate change legislation during the current session.



# SHARED SERVICES WORKSHOP

A three hour, interactive workshop introducing successful shared services models in Marin County and how to implement them.

Thursday, April 29, 2021 | 9:00 a.m. - 12:00 p.m.

Zoom I.D.: 856 4653 1266 | Password: 800087

Registration is free, but RSVP is appreciated.

Intros begin at 9AM, there will be a break in between panels and time for questions throughout each panel and at the end of the workshop.

## PANEL 1: EXPLORING SUCCESSFUL SHARED SERVICES IN MARIN

Moderated by LAFCo Chair

Sashi McEntee.

Panelists:

Bob McCaskill,  
former Belvedere  
Councilmember

Michael Frank,  
MGSA Executive Director

Todd Cusimano,  
Town Manager of Corte Madera

## PANEL 2: HOW TO IMPLEMENT A SHARED SERVICES MODEL.

Moderated by LAFCo Executive Officer

Jason Fried.

Panelists:

Cathryn Hilliard,  
Southern Marin Fire Department  
Board Member

Betsy Swenerton,  
County Staff and former MPSMD Staff  
Chief Michael Norton,  
Central Marin Police Authority Chief

To register, email [staff@marinlafco.org](mailto:staff@marinlafco.org). Questions for the panel may be submitted early with your RSVP/resigstration

For more information and a link to Zoom, go to [marinlafco.org/](http://marinlafco.org/)

BROUGHT TO YOU BY



Marin County Special Districts Association



Marin Local Agency Formation Commission  
Regional Service Planning | Subdivision of the State of California

MCCMC

Marin County Council of Mayors & Councilmembers

Marin LAFCo will be hosting a workshop the morning of April 29. The workshop will consist of 2 panels with speakers exploring successful shared services models and how to implement them. The workshop will be available to the general public, and anyone who is interested is welcome to attend. Details are evolving, but those interested in ongoing updates can email [staff@marinlafco.org](mailto:staff@marinlafco.org) to be placed on a distribution list.

The zoom link is <https://us02web.zoom.us/j/85646531266?pwd=d1VOS2FEdnNCWG1xWFBka0N5UGNiQT09> (<https://us02web.zoom.us/j/85646531266?pwd=d1VOS2FEdnNCWG1xWFBka0N5UGNiQT09>); Passcode: 800087

Flyer in downloadable PDF can be found below:

 **Workshop Flyer** (/files/adcb62d65/Workshop+Flyer.pdf)

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TELEPHONE (415) 448-5877

[PRIVACY POLICY \(/PRIVACY-POLICY\)](#)

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([HTTPS://WWW.MARINLAFCO.ORG/USERS/SIGN\\_IN?DESTINATION=%2fshared-services-workshop-april-29-2021](https://www.marinlafco.org/users/sign_in?destination=%2fshared-services-workshop-april-29-2021))

**Committee Report 5 :**

**Sonoma-Marín Area Rail Transit District**

The MCCMC Representative to SMART, Dan Hillmer, Larkspur, has provided the following SMART reports for your review:

General Manager's Report for March 2021:

[https://sonomamarintrain.org/sites/default/files/Board/COC%20Documents/General%20Manager%27s%20Report%20-%20March%202021\\_Final.pdf](https://sonomamarintrain.org/sites/default/files/Board/COC%20Documents/General%20Manager%27s%20Report%20-%20March%202021_Final.pdf)

SMART Board Of Directors Performance Measures: Part 2

Selecting Metrics To Guide Decision-Making

(as presented to the SMART Board at its April 21, 2021 meeting):

[https://sonomamarintrain.org/sites/default/files/Board/COC%20Documents/PerformanceMeasures\\_Part2.pdf](https://sonomamarintrain.org/sites/default/files/Board/COC%20Documents/PerformanceMeasures_Part2.pdf)

## **Committee Report 5h:**

### **Climate Action Committee Report**

MCCMC Climate Action Committee Report-Out:

Before the meeting, committee members were asked to complete a survey indicating the status of climate action in their jurisdictions and gauge staff, community, and colleague interest in and ability to implement climate solutions. From there, we discussed and refined our working mission, reviewed major emissions sectors across the county, and brainstormed future agenda items. It was an energetic meeting with great questions and comments!

Alexis Fineman, San Anselmo

To: Rebecca Vaughn  
From: Susan Wernick  
Date: April 25, 2021  
Re: Letter of Interest – Homeless Policy Steering Committee

I would be honored to serve as one of MCCMC's representatives to the Homeless Policy Steering Committee (HPSC).

Over the past year, Novato has experienced significant growth in the number of people experiencing homelessness. Most alarming has been the growth of an encampment at Lee Gerner Park, a property adjacent to the Novato Library as well as a busy shopping center and several businesses. This encampment has been the source of tremendous controversy in our town.

Frustrated with what I was seeing, in December 2020, I began a deep dive into the homeless issue. Since that time, I have focused on better educating myself on all things homeless. I have participated in a ride-along with the Novato PD to see first-hand some of the encampments in town, had meetings with Supervisor Arnold and County HHS staff, and have met with Jei Africa, Director of Behavioral Health & Recovery Services with the County. I also attended the February 10, 2021 HPSC quarterly meeting. I am eager to learn more and be part of a collaborative effort to help reduce the number of people in Marin experiencing homelessness.

I am currently the Novato representative to the MCCMC Homeless Committee and, along with Mayor Eklund, was recently selected by my colleagues on the Novato City Council to be a member of our newly formed Homelessness Ad Hoc Subcommittee

With Novato's history of partnering to end homelessness with Homeward Bound, to the current issue of addressing encampments, I am very interested in carrying on the tradition of Novato collaborating with the County in addressing homelessness.

Thank you for your consideration.

*Susan Wernick*

April 26, 2021

Rachel Kertz  
Councilmember  
San Rafael City Council

Dear Members of the MCCMC,

Homelessness has been part of our jurisdictions for years. This past year has brought the issue to the forefront and one that is much more visible to everyone. Over 12 years ago, I started my work with the homeless community as a leader for the REST program. Since then I have worked on topics impacting the homeless community and now as a San Rafael Councilmember, I am fortunate to be on our City's subcommittee on Homelessness and participate as a representative on the County's Point In Time (PIT) sub-group.

It is important that MCCMC has a spot at the table for addressing homelessness and that spot is on the Homeless Policy Steering Committee (HPSC). I respectfully request to be appointed by MCCMC to this Committee as the liaison. I have been a vocal proponent of bringing other jurisdictions to the table and I can do that by becoming MCCMC's liaison to the HPSC.

As a county we have moved to the Housing First model to address homelessness but we know this is not the only answer. We need to bring more policy makers into the discussion and continue to explore other and complementary approaches. In collaboration with the County, [Opening Doors Marin](#), and MCCMC we can approach the complex issue of homelessness. The goal is to further engage all the cities in finding solutions to this challenging issue.

Thank you for your consideration.

Rachel Kertz  
Councilmember  
San Rafael City Council

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

Wednesday, May 26, 2021  
Start time: 6:00pm via Zoom webinar

1. **Call to Order**
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests**

**4. Presentation:**

- 4a. Update from Assemblymember Marc Levine

**5. Tentative Committee Reports** (if held via webinar, written reports requested)

- 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. Climate Change/Sea Level Rise Ad Hoc Committee

**6. Business Meeting**

- 6.a. Possible Appointment of Two MCCMC Representatives to the Marin County Homeless Policy Setting Committee (HPSC)  
Two seats with expiring two-year terms.  
Current incumbents, James Campbell, Belvedere and Kevin Haroff, Larkspur

Expiration of current terms were announced and letters of interest solicited at the April 28, 2021 meeting. Consideration and Action to Make Appointments to Represent MCCMC on the Marin County HPSC for new two-year terms, commencing June 1, 2021 and expiring May 30, 2023, will be made by the MCCMC membership at the May 26, 2021.

- 6.c. Nominations for Executive Committee – MCCMC President and Vice President for 2021-22 Term:
  - 1: Nominations for MCCMC President for 2021-22
  - 2: Nominations for MCCMC Vice President for 2021-22

**6.b.**

6.d. Review of Draft Agenda for the June 23, 2021 MCCMC Meeting

6.e. Consideration and Possible Action to Approve the Draft Minutes of the April 28, 2021 MCCMC Meeting Held Via Zoom Webinar

**8:30 PM ADJOURN: to the June 23, 2021 meeting**

*Deadline for Agenda Items – June 16, 2021 Please send to:*

[MCCMCSecretary@gmail.com](mailto:MCCMCSecretary@gmail.com)

**6.b.**

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

**Wednesday, March 24, 2021  
VIA VIDEOCONFERENCE  
6:00pm**

**Members Present**

Belvedere: Block, Campbell, Kemnitzer, Lynch  
Corte Madera: Beckman, Casissa  
Fairfax: Ackerman, Coler, Cutrano, Goddard, Hellman  
Larkspur: Candell, Haroff, Way  
Mill Valley: Carmel, McCauley, McEntee, Ossa  
Novato: Athas, Eklund, Lucan, Peele, Wernick  
Ross: Brekhus, Kuhl, McMillan, Robbins  
San Anselmo: Colbert, Fineman  
San Rafael: Colin, Gulati, Kertz  
Sausalito: Blaustein, Cleveland-Knowles, Hoffman, Kellman  
Tiburon: Fredericks, Ryan, Thier

**Ex Officio:** Larkspur City Manager Dan Schwartz; Mill Valley City Manager Alan Piombo; Novato City Manager Adam McGill; San Rafael City Manager Jim Schutz; Ross City Manager Joe Chinn; MCCMC Secretary Rebecca Vaughn

**Guests were:** Supervisor Damon Connolly; Supervisor Dennis Rodoni; Supervisor Katie Rice; Supervisor Stephanie Moulton-Peters; Benita McClarin, Director Health and Human Services Marin County; Nancy Hall Bennett, League of California Cities North Bay Division; Melissa Apuya, District Director for Assemblymember Marc Levine.

**Call to Order**

President Eric Lucan called the meeting to order at 6:00p.m., and welcomed everyone to the meeting of the Marin County Council of Mayors and Councilmembers via webinar for March 24, 2021. A roll call of the Marin towns/cities was taken. At least one representative from each of the 11 Marin Cities and Towns were present.

He then called for Public Comment.

**Public Comment –**

1. **Linda Jackson, Program Director, Aging Action Initiative** – She expressed gratitude for the attention paid to the health and comfort of older residents in the cities and towns across Marin, and unique tailored responses to reaching out to the oldest old and frailest residents in a variety of ways to let them know that they are not alone. She congratulated San Rafael for completing their Age Friendly plan, and encouraged remaining cities & towns to complete theirs. She offered the Aging Action Initiative (AAI) as a resource to get started on Age Friendly plans. She also offered support for Housing Element work coming up. AAI will be happy to work with cities on housing policies to help your older residents age happily in their home town.
2. **Lee Pullen, Director, Marin County Aging and Adult Services** – Spoke about the Commission on Aging, which advises both his office and the Marin County Board of Supervisors. It brings the cities and the County together to do work for older adults. The Commission is charged with getting involved in issues that pertain to people over the age of

1 60, including housing, transportation, legislation and equity and outreach to communities and  
2 people in Marin. There are currently some terms that are coming to an end, and also some  
3 vacancies, on the Commission and they are looking for applicants. In particular, they are  
4 looking to get applications from people of color and bilingual backgrounds. He will be  
5 reaching out to City Clerks to talk about the work of the Commission and to get the word out  
6 about the application period.  
7

8 Following public comment, President Lucan proceeded to of introduction guests and a continuation of  
9 the introduction of recently elected Councilmembers and current Mayors.  
10

11 President Lucan introduced the following guests in attendance: Supervisor Dennis Rodoni, Supervisor  
12 Katie Rice, Supervisor Stephanie Moulton-Peters, Benita McClarin, Director Health and Human  
13 Services Marin County, Nancy Hall Bennett, League of CA Cities, Melissa Apuya, District Director for  
14 Assemblymember Marc Levine. He then introduced all remaining recently elector or appointed who  
15 were not introduced at the previous meeting, and invited them to participate in “Two Truths and a Lie”  
16 to introduce themselves.  
17

18 The following Council members were introduced: Jack Ryan, Tiburon (Elected March 2020), Jim Lynch,  
19 Belvedere (Elected November 2020), Leila Mongan, Corte Madera (Appointed March 2021)  
20

21 President Lucan continued the Two Truths and a Lie icebreaker with current Mayors: James Campbell,  
22 Belvedere; Eli Beckman, Corte Madera; Kate Colin, San Rafael; and Julie McMillan, Ross. The  
23 remaining Mayors will be introduced at the next MCCMC meeting.  
24

#### 25 **4. Presentations:**

##### 26 **4.a. Congressman Jared Huffman**

27  
28  
29 President Lucan introduced Congressman Huffman and thanked him for providing this update to  
30 MCCMC. He stated that Congressman Huffman has served as our Congressman since 2012. Before  
31 that, he spent six years in the Assembly. He's a progressive leader, an environmental expert and it's  
32 such a privilege to have him with us tonight.  
33

34 Congressman Huffman began by introducing his District Director, Jenny Callaway, and stated that he  
35 has great staff in Marin County who are available as a resource. He encouraged everyone to reach out  
36 and let them know how they can help.  
37

38 He then summarized that he will spend a little time updating MCCMC on our recent COVID response  
39 and the American Rescue Plan, the \$1.9 trillion bill that was signed into law earlier this month. Then he  
40 will offer some thoughts about some upcoming legislation that may be of interest to local governments  
41 in Marin and also leave time for questions.  
42

43 He began by congratulating everyone for what he considers to be really exciting progress being made  
44 in defeating the pandemic in Marin County. It is hard to believe that it's been a year since all of our lives  
45 were turned upside down. Obviously, it's been a tough time. We've had terrible losses and hardship be  
46 he is really proud of this community, and so impressed with the way people all over this community  
47 have rallied. They've shown such strength and resilience. You've seen our recent vaccination numbers.  
48 We are days away from hitting the milestone of 50% of Marin County receiving at least one shot. That  
49 is incredible.  
50

51 He recently toured the Civic Center vaccination site and was so impressed with the capacity and the  
52 organization and the professionalism of what's going on in these vaccination sites. According to Dr.

**6.c.**

1 Willis, thanks to that great work, thanks to what our healthcare providers are doing all over the county,  
2 we can expect further relief, in the weeks ahead. Moving into the orange tier is a big deal for all of us  
3 this week. But if we stay vigilant and stay on track, we've got a chance to fully vaccinate the entire adult  
4 population in Marin before the end of May, and that's incredible. That is well ahead of where most of  
5 us thought we would be even just a few months ago.

6  
7 But obviously it is not mission accomplished. We are in a race against variants and mutations, and  
8 that's really what it's all about: vaccinating quickly enough that we win that race against variants. He  
9 thinks we really are on track to achieve the goal that President Biden put out there, to have a normal  
10 4th of July holiday weekend. One of the reasons Congressman Huffman is optimistic about that is the  
11 huge amount of help that the federal government is providing. This help is not just on the way, it's here.

12  
13 Congressman Huffman and his House colleagues have been working hard for the entire past year to  
14 push Congress to go big and be bold and try to match the scale of the need and the moment. They did  
15 have some hard-won victories last year that were bipartisan, and they had their Republican colleagues  
16 join in on several big, important bills. At other times, though, it really seemed like a challenge to get  
17 especially Senate Republicans and the Trump White House to take seriously what he believes has  
18 been real hardship, and continues to be real hardship, facing working families and small businesses  
19 and so many others who have borne the brunt of this pandemic.

20  
21 But all of that changed with the election of President Biden, and Congressman Huffman stated he is  
22 grateful and impressed that from day one President Biden hit the ground running with crushing this  
23 pandemic as his absolute top priority. He put the right people in place. He went big with his own  
24 proposal. That's where we got this American Rescue Plan, and it's such a victory for all of us.

25  
26 He stated that the American Rescue Plan is a historic relief package that was signed in record time,  
27 and it meets the four greatest needs: Getting vaccines into people's arms, getting kids safely back to  
28 school, putting money in peoples' pockets and putting people back to work in their jobs.

29  
30 He explained that one of the pieces they fought the hardest for and one of the toughest parts of the  
31 politics of all this has been the one that's maybe nearest and dearest to many, local government relief.  
32 They had to convince some of their colleagues that this was not a Blue State bailout. They needed a  
33 new President that understood the burdens that those on the front lines in local government have been  
34 bearing. But it got done, and they were not about to jettison it. Congress could have had a skinny  
35 COVID deal at the end of last year leading up to the election. The problem is it wouldn't have included  
36 any help at all for local government, and it would have also had all kinds of trap doors with blanket  
37 immunity for industry and other problems.

38  
39 Congressman Huffman summarized that on balance, it's a good thing that they held the line and were  
40 able to get some really important relief that is on its way. Much of it is a direct funding model unlike  
41 other times when they have pushed money down to states and local government. Unlike the county  
42 which will get money directly from the Treasury, cities will get it passed through from Sacramento.  
43 There are very specific safeguards in this legislation, so that they cannot block the relief money, and  
44 the state will start incurring very serious penalties if it doesn't push that funding down to cities within  
45 120 days.

46  
47 The other good news is there is really no strings attached to this funding. Each of your towns are going  
48 to be able to determine what your highest need is and then you're going to be able to spend this money  
49 on that. Maybe it is infrastructure, maybe it is housing assistance. It's going to be up to the cities to  
50 decide how to use it. He referenced the spreadsheets that have been put together by the Treasury  
51 Department putting out very specific, for each city, numbers in terms of what is coming. These are  
52 population-driven formulas largely, but at the low end they have Belvedere getting about \$400,000 and

1 then the higher end, \$10.5 million to Novato, a little more than that, about \$11 million for the city of San  
2 Rafael. This is substantial funding, and it comes at a really critical time for all of your communities.  
3 He can get any technical information that anyone may need, but also assumed that the League of Cities  
4 and others have fully briefed cities on what is being estimated. Although he doesn't think those numbers  
5 are going to change much, he stated that the Treasury Department is taking a look at some data and  
6 population figures and others so there could be slight changes. But the numbers on the spreadsheets  
7 that everyone has seen and been briefed about are going to be the number that you get or something  
8 very, very close to it.

9  
10 So, what's next? Congressman Huffman explained that he thinks the next big piece of unfinished  
11 business in this Congress and certainly for the first six months of this Congress, is infrastructure, and  
12 there's a huge effort underway to pull that together now. They passed a big and really good  
13 infrastructure package out of the House last year, called the Moving Forward Act. That's probably the  
14 starting point for what they are going to pass out of the House in the weeks ahead. You can count on  
15 it being big, you can count on it being broad, and you can count on it being green. There are several of  
16 his own bills that he is pretty confident are going to be included in that package.

17  
18 One of those bills deals with something that's been in the news lately, regarding Postmaster General  
19 Louis DeJoy being awarded a multibillion dollar contract to modernize the postal fleet. It's a good thing  
20 that we're modernizing the postal fleet. It's the largest civilian fleet in the world, and it's a mess. The  
21 vehicles are gas guzzlers, they cost billions in maintenance and fuel costs, they are breaking down all  
22 the time. In fact, a number of them have caught fire. They're not safe. We have to modernize this fleet,  
23 but he wants to do it with almost entirely fossil fuel vehicles. If you project out the operating life of those  
24 vehicles, they will be the last fossil fuel vehicles on the road, and we're going to go from a point where  
25 right now, our postal service is an embarrassment compared to private fleets at UPS and FedEx and  
26 others, who are all electrifying right now, to being the same kind of embarrassment and competitive  
27 disadvantage 25, 30 years from now. We just can't let it happen.

28  
29 He summarized that his bill would electrify the fleet, and provide funding assistance to the postal service  
30 so that they also put in charging infrastructure. He is excited about that aspect of it too because if this  
31 passes, every postal facility in the United States will also be a place where people can charge electric  
32 vehicles and the postal service can charge its electric fleet.

33  
34 He will also have a really big and ambitious water infrastructure bill in this package. It is a progressive,  
35 no regrets water infrastructure package. It doesn't pit cities or farms against fish or environmental  
36 values. It keeps our environmental standards very high, and we reward innovation and low hanging  
37 fruit that can develop an awful lot of water to get us through dry years like the one that we're  
38 unfortunately going to be living through this year.

39  
40 He expressed his excitement about this infrastructure package. He knows that it's coming very soon,  
41 and Marin is going to like a lot of what's in it. He is not yet sure, though, how bipartisan it will be, and is  
42 also not sure whether it will be something that passes through the Senate in a regular order fashion  
43 where they have to get the 60-vote cloture number of whether it moves through this budget  
44 reconciliation vehicle, and they only need 50 plus Vice President Harris to break the tie. His guess is  
45 that since they are going to demand that it be green, that it address climate and clean energy and lots  
46 of other things, it may be hard to make it broadly bipartisan. In that case, they are going to go with the  
47 good bill rather than a less than good bill that might bring some of those Republican Senators on board.  
48 But we're going to have to wait to see how that plays out.

49  
50 At this point, Congressman Huffman concluded his presentation and took questions from the audience.  
51 After Q&A concluded, President Lucan introduced the next presentation.

52

1 **4.b. Andrew Henning – Opening Doors Marin. Update Regarding Project Homekey 2.0**

2  
3 President Lucan introduced Andrew Hening from Opening Doors Marin, to provide a brief update on  
4 Project Homekey 2.0.

5  
6 Mr. Hening thanked everyone for having him tonight. He stated he is here tonight on behalf of Opening  
7 Doors Marin, and would like to spend a couple minutes describing what Opening Doors Marin is and  
8 then shift over to Homekey.

9  
10 In short, last month marks the five-year anniversary of our community's push to try to focus on chronic  
11 homelessness. Chronic homelessness is long-term homelessness of the most vulnerable people in our  
12 community. Five years ago, in February 2016, we started a new effort called the Homeless Outreach  
13 Team to prioritize this group for housing services. Over the first 18 months of that effort, we housed 23  
14 of the most visible and vulnerable chronically homeless people in Marin County. That pilot became the  
15 basis for our county-wide strategy for addressing homelessness and, in the three-and-a-half years  
16 since then, we've housed over 300 of the most visible, vulnerable chronically homeless people county  
17 wide, over 90% of whom are still housed.

18  
19 He stated that many of in MCCMC may have known him from his days with the city of San Rafael as  
20 the Director of Homeless Planning, so he was very involved with a lot of this work. In the early days of  
21 that effort in early 2017, we felt like if we're really going to drive this county wide shift, we need a broad  
22 group of stakeholders that are helping to really change the system. We formed a group called the Marin  
23 Chronic Homeless Action Task-Force or MCHAT for short. This included council members, members  
24 from the county, business, philanthropy, faith-based community and really for those first two years,  
25 2017 and 2018, we were focused on educating ourselves about how communities around the region  
26 and the country were working to end chronic homelessness.

27  
28 We even realized towards the end of 2018 that our biggest value add would be actually trying to create  
29 more permanent supportive housing units. Probably 80% of the people that we've housed over the past  
30 five years have actually been in scattered site rentals from Mill Valley to Novato, Larkspur to actually  
31 Inverness. He also gave a quick shout out to the city of Sausalito, who was holding a landlord  
32 recruitment event tonight to try to keep this momentum going. This has been a huge way that we've  
33 been able to get a lot of people off the street. But our group at that time felt like this is really where  
34 we're going to move the needle by creating even more permanent supportive housing. But the biggest  
35 barrier to that is financial. It's capital. We don't have enough capital to pursue opportunities in our  
36 community.

37  
38 In 2019 MCHAT rebranded itself as Opening Doors Marin and became a 501(c)(3) fiscally sponsored  
39 project under CDNL. In 2019, we spent time looking at the feasibility of a public revenue measure for  
40 housing. You might have seen that some communities around us have actually passed these measures  
41 so that they have more local control over how housing is created in their community, and unfortunately  
42 after pursuing this for a number of months, we decided there actually wasn't political viability to pursue  
43 a revenue measure like that. In early 2020, Opening Doors shifted to focusing on developing a  
44 community business plan for ending chronic homelessness and really looking to philanthropic giving to  
45 make that happen. That was the plan in early 2020. COVID hit and of course, as we all know, everything  
46 that we were doing has shifted.

47  
48 One of those shifts was that he actually have left his full-time role at the city of San Rafael and effective  
49 July 1, 2020, was doing that role in a more limited part-time basis. He also started working with the  
50 Richardson's Bay Regional Agency to help implement an outreach program similar to the HOT team  
51 that he mentioned earlier, and then also through funding through Marin County Foundation and the  
52 county, was able to do more work around Opening Doors.

**6.c.**

1  
2 In terms of Opening Doors in 2020, the state announced this new program called Project Homekey.  
3 But Opening Doors is able to lend support to the county in trying to identify sites for Homekey and then  
4 doing some of the community engagement work around trying to see if those projects would be viable  
5 or not. As I think most people here probably know, Marin had applied for three Project Homekey sites,  
6 and we ultimately ended up purchasing two of them, a project in Corte Madera and a project in San  
7 Rafael, creating close to 70 new units of permanent supportive housing, which was incredible. So thank  
8 you to San Rafael and Corte Madera and everyone that was involved in that process.  
9

10 Shifting into 2021, Mr. Hening explained that he wanted to let everyone know that he has told both  
11 Richardson's Bay Regional Agency and the city of San Rafael that he is wrapping up his work with  
12 them. Effective July 1, the only thing related to homelessness in Marin County that he will be involved  
13 with is Opening Doors. But for Opening Doors itself, we've been looking at, for a number of years, ways  
14 to pursue faith-based housing opportunities, we're returning to our community business plan for really  
15 trying to project out the cost for ending chronic homelessness, and then we've also seen from activity  
16 at the state that there could be a Project Homekey 2.0.  
17

18 Given that, and given the likelihood that we're going to have another extremely short turnaround if the  
19 last time was any indication of how this is going to go, we're trying to begin to solicit information from  
20 throughout the community about potential projects and potential criteria for prioritizing projects.  
21

22 Regarding Homekey 2.0, what we know so far is basically an extrapolation of Homekey 1.0. The way  
23 Project Homekey 1.0 worked was that the state allocated funding for the entire state, and they created  
24 geographic buckets of priority areas, so the Bay Area was its own area. Within those buckets, the Bay  
25 Area, there was about \$100 million worth of funding, cities, counties, housing authorities could apply  
26 with co-applicants from local service providers, local nonprofit developers, and honestly the types of  
27 projects were very varied and it was very open and flexible. But the main push was to acquire and  
28 convert hotels, motels or other commercial buildings to be turned into residential housing for people  
29 experiencing homelessness. There were also some communities that bought single-family homes, did  
30 tiny home villages or other things like that, but it was mostly hotels, motels and commercial sites. In  
31 Marin, we did a motel in Corte Madera and a commercial site in San Rafael.  
32

33 Some of the additional criteria that we know from Homekey 1.0 is that communities had to close escrow  
34 by the end of the calendar year. So that made these projects move very rapidly, probably five or six  
35 times faster than a typical housing project. Then the projects that were selected, there was a  
36 requirement from the state that they were occupied, at least 50% occupied, within 90 days of closing  
37 escrow. So these can't just be vacant land. It has to be sites that can be converted and then move-in  
38 ready relatively quickly. Then finally, there was also a local funding match.  
39

40 Given what we know, we've added some additional criteria this time. Mr. Hening is working again with  
41 a group that includes staff from the county as well as local philanthropic partners. We're getting  
42 feedback from nonprofit housing developers and we're trying to really figure out, and would love input  
43 from you and other community members about the type of criteria and projects we're looking for. But  
44 some of the information, just to let you know now, is number one, we're trying to find projects that are  
45 not located in areas of concentrated poverty. In Marin, that would be the canal and it would be Marin  
46 City. The reason for that is that a big way that we're financing these projects is through housing  
47 vouchers, and the Marin Housing Authority cannot put housing vouchers in these communities because  
48 of historic segregation and other crowding of people that are in poverty.  
49

50 Number two is, like the first time, we're shooting for geographically distributed projects. So not just in  
51 one community, but really trying to potentially apply for a portfolio of projects across the entire county.  
52 We're also looking for projects of a certain scale, and the reason again is financial. Many of our nonprofit

1 developer partners are trying to focus on projects that on the low end are more like 25 units as a very  
2 bare minimum, but really more like 40, 45 units as the minimum cutoff for the size of project they're  
3 looking for. We're also, based on the match funding from the state, looking for projects that are  
4 \$350,000 per unit or less in terms of acquisition and initial rehab. Ideally, we're looking for 250,000 or  
5 less. I think last time our projects were about 225,000 or so on average.

6  
7 Then lastly, and this is part of the state NOFA, is these projects can't just be out in the middle of  
8 nowhere. Part of the application is making sure that they are near transit hubs, that they're near  
9 groceries, that they're near potential services or healthcare. That's some of the initial criteria that we're  
10 looking at.

11  
12 Mr. Hening summarized that there is a ton of information presented here, and that he was providing an  
13 overview version of all this. He encouraged anyone with questions to reach out to him at:  
14 [andrew@openingdoorsmarin.org](mailto:andrew@openingdoorsmarin.org).

15  
16 He also shared that they are tentatively planning, through Opening Doors, to do upwards of 10  
17 community listening information events the weeks of April 12th and April 19th. The idea here is that  
18 we'll share the same information that he just shared tonight, but in more detail. He will be able to take  
19 questions in more detail, and will be both soliciting potential sites as well as hoping to further refine the  
20 criteria for what we're looking for.

21  
22 Following the presentation, Mr. Hening took questions from the audience. After Q&A concluded,  
23 President Lucan continued with the remainder of the meeting agenda.

24  
25 Prior to resuming the business meeting, President Lucan acknowledged departed Corte  
26 Madera Councilmember David Kunhardt, who will be moving out of the area and asked him  
27 to say a few words to his colleagues.

28  
29 5. **Committee Reports:** All Committee reports were submitted in writing and are available in the  
30 [agenda packet on the MCCMC website](#). President Lucan thanked those who submitted written  
31 reports and encouraged the membership to review the reports.

- 32  
33 5.a. ~~Metropolitan Transportation Commission (MTC)~~ (No Report This Month)  
34  
35 5.b. Association of Bay Area Governments  
36 5b. Written report from Pat Eklund, Novato  
37  
38 5.c. Disaster & Citizen Corps Council (DC3)  
39 5c. Written report from Catherine Way, Larkspur  
40  
41 5.d. Golden Gate Bridge, Highway & Transportation District  
42 5d. Written report from Alice Fredericks, Tiburon  
43  
44 5.e. Transportation Authority of Marin  
45 5e. Written report from Alice Fredericks, Tiburon  
46  
47 5.f. Sonoma-Marin Area Rail Transit (SMART)  
48 5f. Written report provided by Dan Hillmer, Larkspur  
49  
50 5.g, MCCMC Climate Action Committee  
51 5g. Report not available at time of agenda publication. Agenda packet will be updated and  
52 re-posted once available.

- 1  
2 5.h. Marin Local Agency Formation Commission  
3 5h. Shared Services Workshop Announcement provided by Sashi McEntee, Mill Valley  
4  
5

6 **6. BUSINESS MEETING**  
7

8 6.a. Review of Draft Agenda for April 28, 2021 MCCMC Meeting To Be Held Via Zoom  
9

10 There were no comments from the membership and no public comments received, in person or via  
11 email, on the draft agenda.  
12

13  
14 6.b. Informational Item: Review of Draft Minutes of the February 24, 2021 Marin County City  
15 Selection Committee Meeting  
16

17 There were no comments from the membership and no public comments received, in person or via  
18 email, on the draft minutes of the February 24, 2021 Marin County City Selection Committee.  
19

20  
21 6.c. Approval of Draft Minutes of the February 24, 2021 MCCMC Meeting  
22

23 President Lucan called for any edits or corrections to the February 24, 2021 draft minutes. Hearing  
24 none, he called for public comment. No public comments were received, in person or via email,  
25 regarding the draft minutes, and President Lucan called for a motion.  
26

27 There was a motion and second (Beckman / Campbell) to approve the minutes of the February 27,  
28 2021 MCCMC meeting.

29 The motion was approved unanimously by roll call vote of the cities/towns present, 11-0.  
30

31 After concluding the Business Items on the agenda, President Lucan made an announcement that, at  
32 the last City Selection Committee, an appointment was made for the ABAG alternate. Unfortunately,  
33 Council Member Sobieski from Sausalito is unable to fulfill that role, so we do need to make a  
34 reappointment to that alternate seat. He put this out as a call for letters of interest. So if anyone is  
35 interested, please submit an email letter to the clerk. The City Selection Committee will be meeting in  
36 April next month to make that appointment.  
37

38 Following the announcement, President Lucan adjourned the meeting.  
39

40 **Adjournment**

41 President Lucan thanked everyone for attending and adjourned the meeting at 7:03pm to the next  
42 regular meeting scheduled for April 28, 2021 to be held via Zoom videoconference.  
43  
44  
45