

MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
AGENDA

Wednesday, June 22, 2022

6:00pm

VIA VIDEOCONFERENCE ONLY

HOW TO PARTICPATE IN THE MCCMC MEETING VIA ZOOM WEBINAR:

Join the Zoom Webinar at 6:00pm on June 22, 2022 to participate LIVE:

<https://tinyurl.com/y9htrb2y> / password: MCCMC

The Zoom webinar ID is: 881 4999 1312

Please note that Zoom requires a name and email to join the webinar. The information will not be shared with any of the meeting hosts or participants. Download Zoom Webinar here: <https://zoom.us/download>

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 Zoom webinar ID is: 881 4999 1312

To provide written public comment prior to or during the meeting, please send email to 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>

6:00 PM Welcome and Introductions

- 1. Call to Order:** MCCMC President Sashi McEntee
- 2. Public Comment** (Limit 3 minutes per person)
- 3. Welcome and Introduction of Guests:** President Sashi McEntee
- 4. Presentation: None**
- 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. BCDC Report from North Bay representative on the San Francisco Bay Conservation and Development Commission (BCDC)
5c. Written report from Pat Eklund, Novato
 - 5.d. Golden Gate Bridge, Highway & Transportation District
5d. Written report from Holli Thier, Tiburon

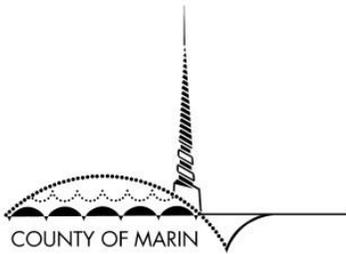
- 5.e. MCCMC Legislative Committee
5.e. Written report from Chair Alice Fredericks, Tiburon
- 5.f. Sonoma-Marín Area Rail Transit District (SMART)
5f. Written report provided by Dan Hillmer, Larkspur
- 5.g. Transportation Authority of Marin
5.g. Written report provided by Alice Fredericks, Tiburon

6. Business Meeting

- 6.a. Action Item from MCCMC Legislative Committee Regarding AB1721, California Emergency Services Act: Request for MCCMC Body to Review Proposed Amendment and Issue Support Position
Attachment 6a: Summary of AB1721 and Proposed Amendment
- 6.b. Report Out From City/County Services Subcommittee
Attachment 6b: No attachment, verbal report only
- 6.c. Consideration and Possible Approval of the 2022-2023 Meeting Schedule and List of Host Cities
Attachment 6c: 2022-2023 Draft meeting schedule and list of host cities
- 6.d. Review of Draft Agenda for the September 28, 2022 MCCMC Meeting
Attachment 6d: Draft agenda for September 28, 2022 meeting
- 6.e. Consideration and Possible Action to Approve the Draft Minutes of the May 25, 2022 MCCMC Meeting Held Via Zoom Webinar
Attachment 6e: Draft minutes for May 25, 2022 meeting
- 6.f. Consideration and Possible Appointment of Executive Committee:
President and Vice President for 2022-23 Term
 - 6.f.1: Nominations for MCCMC Vice President for 2022-23
 - 6.f.2: Nominations for MCCMC President for 2022-23*Attachment 6f1: Letter of Interest from Melissa Blaustein, Sausalito*
Attachment 6f2: Letter of Interest from Brian Colbert, San Anselmo

7. ADJOURN: to the September 28, 2022 meeting, (in person, to be hosted by the Town of San Anselmo)

Deadline for Agenda Items – September 21, 2022 Please send to:
MCCMCSecretary@gmail.com



Marin County Civic Center
3501 Civic Center Drive
Suite 329
San Rafael, CA 94903
415 473 7331 T
415 473 3645 F
415 473 6172 TTY
DConnolly@marincounty.org
www.marincounty.org/bos1

June 22, 2022

Via email smcentee@cityofmillvalley.org

Sashi McEntee, President

Marin County Council of Mayors and Councilmembers

Dear President McEntee:

The Metropolitan Transportation Commission (MTC) met today. Following is an update of topics of note on the MTC agenda.

AB 2594 (Ting): Toll Penalties and Payment Options:

AB 2594 aims to reduce the financial burden that motorists can find themselves in, sometimes by accident, as a result of using toll facilities without FasTrak. The bill lowers the maximum toll penalties, and increases customer supports. It sets minimum customer service for both in-person and telephone hours of operation. The bill mandates that within 15 miles of a toll facility, a person can purchase a transponder, pay cash for penalties or add value to an account. To improve the accuracy of the address where toll violation notices are sent, the bill requires the DMV to notify a person to update their vehicle registration address when renewing a driver's license.

We voted to support this legislation.

Considerations for Potential November 2024 Ballot Measures:

Assembly Bill 1487 (Chiu, 2019) authorized the Bay Area Housing Finance Authority (BAHFA) to place a regional housing measure on the ballot across the nine counties, in collaboration with the ABAG Executive Board. The measure authorized a variety of revenue generating mechanisms, including a general obligation bond, a parcel tax, a gross receipts tax and an employee head tax.

In the Fiscal Year 2021-22 State Budget, MTC received a \$20 million earmark on behalf of BAHFA to develop pilot projects to demonstrate the added value that a regional housing finance agency can have in the Bay Area across the 3Ps of protection, preservation, and production of housing.

Earlier this year, BAHFA hired its first director, affordable housing finance expert Kate Hartley, and is actively hiring project managers (on a limited term, four-year basis) to implement the pilot projects.

We adopted a budget, which includes a \$20 million State of California Department of Housing & Community Development grant for the Bay Area Housing Finance

Authority Fiscal Year 2022-2023. The purpose of the HCD funding is to launch 5 BAHFA pilots. The 5 pilot programs are:

- **Doorway:** Online platform to connect residents to affordable housing opportunities.
- **Affordable Housing Pipeline:** Database to track the production and preservation of affordable homes.
- **Preservation Strategy:** Financing and technical assistance to support and scale preservation efforts.
- **Anti-Displacement Services Network:** Coordination and best practices for effective deployment of tenant protection services.
- **Homelessness Prevention System:** Integrated resources and service to keep people house.

With respect to transportation, while there is no denying that additional funding is needed to address a multitude of the needs—ranging from transit operations to implementation of the Transit Transformation Action Plan to capital project funding shortfalls for Plan Bay Area 2050 Tier 1 projects—there currently is no authorization to place a regional transportation funding measure on the ballot.

MTC voted to advance work on placing a potential regional affordable housing revenue measure on the November 2024 ballot, and to further research a future regional transportation measure. ABAG Housing Committee will collaborate with the BAHFA Oversight Committee on this work.

AB2011 (Wicks): Affordable Housing and High Road Act:

AB2011 includes requirements for streamlined approval of affordable housing developments that meet certain criteria, focusing mainly on developments in areas that are presently used as a commercial, retail, or parking area. It would make housing developments that meet specified affordability and location criteria, objective design standards and labor standards a “use by right” (i.e., no conditional use permit or re-zoning would be required) in a zone where office, retail, or parking are a principally permitted use and eligible for a streamlined, ministerial review (i.e., not subject to a discretionary approval process or CEQA). The legislation includes labor requirements for construction contracts, higher thresholds for streamlining when done by a for-profit developer, and RHNA credit in the current housing element cycle for planned residential development in commercial corridors.

What I like about the legislation is the overarching work of reimagining underutilized commercial and retail into affordable housing. As you know, we are looking to do this at Northgate Mall and the Fireman’s Fund in Marin. What I don’t like about the legislation is the top-down, one-size fits all approach dictating how this would work at a local level, including the amount of retail in mix-used projects. A better approach would focus on incentives and needed fiscal and technical assistance. I voted no on this legislation at this time. The measure passed

Sashi McEntee

June 22, 2022

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on an 11-2 vote, with 2 abstentions. We will continue to monitor this legislation and work to improve it.

As always, I welcome your input and questions.

Sincerely,



Damon Connolly

cc: Rebecca Vaughn mccmcsecretary@gmail.com

ABAG Report to MCCMC¹

June 2022

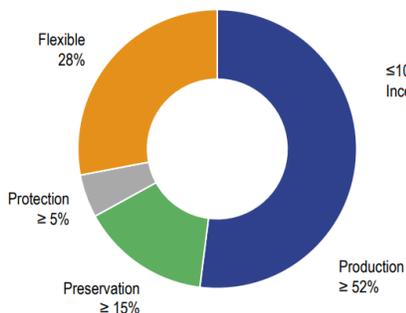
EXECUTIVE SUMMARY:

- 1) **Regional Affordable Housing and Transportation Tax Measure:** ABAG/MTC has agreed to begin working on placing a Regional Affordable Housing and Transportation tax measure on the ballot across the nine counties of the SF Bay Area in 2024. ABAG/MTC will be seeking feedback from local jurisdictions on the proposed measure.
- 2) **ABAG General Assembly Program and Business Meeting:** The ABAG General Assembly participated in a webinar on a proposed regional tax measure for housing and transportation; heard about ABAG local government services available to local governments and voted to approve the 2022-2023 work plan and increase in dues on June 17, 2022. I wanted to thank all of the ABAG delegates from the cities in Marin who participated in the General Assembly.
- 3) **Future of Priority Conservation Areas (PCAs):** ABAG/MTC will be re-evaluating the PCA criteria for the next round proposed in the OBAG Cycle 3 anticipated in 2024.

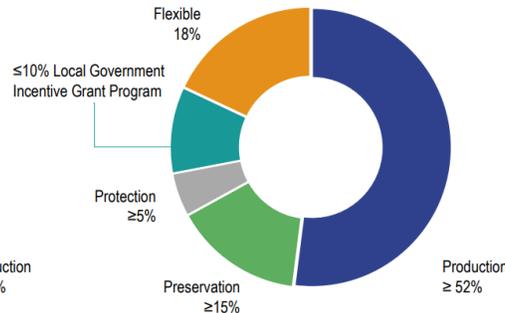
1) Regional Affordable Housing and Transportation Tax Measure: Assembly Bill 1487 (Chiu, 2019) authorized the Bay Area Housing Finance Authority (BAHFA) to place a regional housing measure on the ballot across the nine counties, in collaboration with the ABAG Executive Board. The legislation authorized a variety of revenue

Funding County and Regional Housing Activities

County Programs ≥80%



Regional Program ≤20%



mechanisms, including a general obligation bond, a parcel tax, commercial linkage fee, a gross receipts tax and an employee head tax for construction and preservation of affordable housing, tenant protection programs, planning and technical assistance related to affordable housing, and for infrastructure to support housing. The legislation provides that 80% of the funding goes back to the County of origin;

and, 20% used for regional funding and administration.

After considerable discussion, ABAG/MTC decided to begin working on a measure for housing and transportation to be placed on the November 2024 ballot across the nine counties. Bay Area Housing for All (BAHA) Coalition has suggested ABAG/MTC pursue a regional housing bond of \$10-\$20 billion; however, this option along with others will be discussed by ABAG/MTC. Each County would work with their cities in developing an expenditure plan which would be submitted to ABAG. ABAG/MTC will be reaching out to the local jurisdictions to seek additional feedback on the proposed measure.

2) ABAG GENERAL ASSEMBLY Program and Business Meeting: The General Assembly (delegates from each city and county that are ABAG members) met on June 17, 2022. There was a great discussion on a proposed ballot measure in November 2024 for funding housing – production, preservation, protection, etc... The Assembly also voted to support the work plan and dues increase for 2022-2023.

¹ Marin County Council of Mayors and Councilmembers (MCCMC)

There was also a discussion about additional local services available from ABAG which are identified in blue below; and, future anticipated services identified in yellow.



3) Future of Priority Conservation

Areas (PCAs): The planning framework for identifying and designating PCAs was inaugurated in 2007. PCAs are locations nominated by cities, counties, and park/open space districts and

designated by ABAG for natural habitat protection and open space preservation. PCAs encompass four primary designations: natural landscapes, agricultural lands, urban greening and regional recreation. At present, there are over 185 PCAs within the region, located in all nine Bay Area counties.

Since 2013, MTC has awarded over \$26 million in One Bay Area Grant (OBAG) Cycle 1 and Cycle 2 funds in support of 56 total PCA projects. This funding has helped PCA project sponsors acquire or enhance properties designated as PCAs. A total of \$3.8 million for PCAs has also come from the state Coastal Conservancy, which has acted as a key partner in administering the grant program in the East Bay, South Bay and Peninsula. Approximately \$18 million for PCAs has been proposed in the OBAG Cycle 3, with the next call for projects anticipated in 2024 – making this a prime opportunity to revisit the PCA planning framework.

In November 2021, MTC was awarded a \$250,000 grant from the Sustainable Agricultural Lands (SALC) Program managed by the California Department of Conservation to engage in a broad-based, multi-partner and multi-stakeholder effort to:

1. Understand the strengths and weaknesses of the current PCA framework;
2. Articulate a vision for next-generation PCAs;
3. Establish clear goals and objectives for PCAs;
4. Incorporate a wider range of policy concerns into the planning framework; and
5. Develop and/or refine data and mapping tools available to program partners.

This project will evaluate all aspects of the current PCA nomination, evaluation, and designation process as well as develop the guidelines and resources that project applicants need to support high-impact conservation planning and policy decisions.

Key Questions Being Explored

Bair Island State Marine Park
Image Source: Flickr/Adli B.

Meeker Slough
Image Source: Flickr/Tom Christensen

Henry Coe State Park
Image Source: California Department of Parks and Recreation

What is the status of existing PCAs?

How can we improve PCA data?

What resources do PCA project sponsors require?

How can PCAs best further regional policy goals?

How should the framework balance ecosystem, equity & resilience goals?

How should the framework align with state and regional housing goals?

How can we most effectively expand conservation partnerships?

... and many more important questions!

UPCOMING MEETINGS²

- **July 8, 2022 --** MTC Operations Committee, 9:35 am
Joint MTC Planning Committee and ABAG Administrative Committee, 9:40 am
Joint MTC ABAG Legislation Committee, 9:45 am
- **July 13, 2022 --** MTC Bay Area Toll Authority Oversight Committee, 9:35 am
MTC Administration Committee, 9:40 am
MTC Programming and Allocation Committee, 9:45 am
MTC Policy Advisory Council, 1:30 pm
- **July 14, 2022 --** ABAG Housing Committee & BA Housing Finance Authority Committee, 1:00 pm
- **July 15, 2022 --** Bay Area Regional Collaborative, 10:05 am
- **July 18, 2022 --** MTC Fare Integration Task Force, 12:30 pm
MTC Clipper Executive Board, 1:30 pm
- **July 21, 2022 --** ABAG Power Committee, 11:00 am
ABAG Finance Committee, 5:00 pm
ABAG ACFA Governing Board, 5:05 pm
ABAG Executive Board, 5:10 pm
- **July 22, 2022 --** MTC Policy Advisory Council Equity and Access Subcommittee, 1:00 pm
- **July 25, 2022 --** MTC Policy Advisory Council Fare Coordination and Integration Committee, 9:00 am
MTC Network Management Business Case Advisory Group, 1:00 pm
- **July 27, 2022 --** Metropolitan Transportation Commission, 9:35 am
MTC Bay Area Toll Authority, 9:40 am
MTC Bay Area Headquarters Authority, 9:45 am
MTC Bay Area Infrastructure Financing Authority, 9:50 am
- **August 18, 2022 --** ABAG Power Executive Committee, 11:00 am
- **August 26, 2022 --** MTC Policy Council Equity and Access Subcommittee, 11:00 am
- **August 29, 2022 --** MTC Policy Council Fare Coordination and Integration Committee, 9:00 am

² All meetings are 'hybrid' which means that some Board/Committee members will be in person at 375 Beale Street, SF; and, others will be participating via Zoom, webcast and/or teleconference, unless noted otherwise. <https://mtc.legistar.com/> If you have questions, contact Pat Eklund, Councilmember, City of Novato at 415-883-9116 or via email at: pateklund@comcast.net.

Bay Conservation and Development Commission

Report to North Bay Cities¹

May/June 2022

BCDC Public Hearing on removal of port priority use designation of Howard Terminal: On June 30, the BCDC will conduct our second all day meeting on the Port of Oakland and the Oakland Athletics request to amend the Bay Plan and Seaport Plan to remove the Port Priority Use designation at Howard Terminal (BPA 2-19). During the all day public hearing on June 2, 2022, BCDC was briefed on updates on the Cargo Forecast and conducted a public hearing with hundreds of public comments. If BCDC approves the request to amend the Bay Plan and Seaport Plan; and, the Oakland Athletics continue to move forward with the Waterfront Ballpark District Project as currently proposed, then the Project will be required to obtain a BCDC Major Permit. That public hearing would be conducted later in 2022.



The Waterfront Ballpark District Project as currently proposed by the Oakland Athletics provides for the following (as described in the Draft EIR):

- 1.2M square ft ballpark with 35,000 seats;
- 2,000 parking spaces for the ballpark;
- 400 Room Hotel totaling 280,000 sq ft
- 3,000 residential units
- 1.5M sq ft of office and commercial space
- 270,000 sq ft of retail space
- 18.3 acres of parks and open space
- 12 acres of streets and roadways

In 2019, the State Legislature adopted AB 1191 that requires BCDC to determine, “whether the Howard Terminal property (55 acres) and adjacent areas designated for port priority use, or portions of them, are no longer required for port priority use and shall be deemed free of the port priority use area designation for purposes of the Oakland Sports and Mixed-Use Project, or whether these areas are needed for port priority use and should continue in port priority use designation.” BCDC is required to make this determination within 140 days of certification of the City of Oakland’s Final Environmental Impact Report for the Oakland Waterfront Ballpark District. If BCDC approves the their request to remove the Port Priority Use by approving the Bay Plan Amendment 2-19, then the project will be required to obtain a BCDC Major Permit. If the A’s don’t enter a binding agreement by 2025, the Port Priority Use designation is automatically reinstated.

UPCOMING BCDC MEETINGS:

BCDC Commission meets at 1:00 pm on the following dates: June 30 (all day Special Meeting – Howard Terminal); 21; August 4, 18; September 1, 15; October 6, 20; November 3, 17; and December 1, 15, 2022.

BCDC Enforcement Committee meets at 9:30 am on the following dates: July 14, 27; August 11, 24; September 8, 21; October 13, 26; November 3, 16; and December 8, 21, 2022.

BCDC Design Review Board meets at 5:00 pm on the following dates: July 11; August 15; September 12; October 17; November 14; and, December 12, 2022.

¹ Pat Eklund, Councilmember, City of Novato is the BCDC representative for the North Bay cities in Marin, Napa, Solano and Sonoma Counties. If you have questions, contact Pat Eklund at 415-883-9116 or via email at: pateklund@comcast.net.

Golden Gate Bridge, Highway & Transportation District Board of Directors Report Submitted By Holli Thier For May, 2022

Hello Everyone! The Board of Directors Meeting for the GGBHTD is this Friday, June 24th. There are also several committee meetings scheduled for Thursday, June 23rd. If you are interested in viewing the agendas and meeting materials for any of these meetings, you can access them here: <https://www.goldengate.org/district/board-of-directors/meeting-documents/>. And if you would like to view the live stream for any of these meetings, you can watch the proceedings on their YouTube channel:

<https://www.youtube.com/user/goldengatedistrict>.

In lieu of new information available to share at this time, below are highlights from the previous meeting.

Hello Everyone! I hope you are all doing very well. Due to the timing of our meetings, I am pleased to give you the April and May Golden Gate Bridge Report.

These past few months since my appointment, I have been learning a lot more about the District and am very excited to attend my fourth and fifth meetings in April and May.

I am committed to help all of our 11 Cities/Towns and County through my service. I want to make sure you know that I am always available to discuss issues with you, and do hope that you will reach out to me anytime at (415) 407-4843 or hollithiertiburontowncouncil@gmail.com or hollithierggb@gmail.com.

I want to thank all of you again for appointing me to the Bridge Board.

Highlighted Current Items From Past Meeting or Since Past Meeting

1. NEW! Pedestrian and Bicycle Advisory Committee (PBAC)

The Golden Gate Bridge is looking for members on a very important new Committee. This committee is set to meet quarterly and will advise the District on bicycle and pedestrian access and safety concerns for the Golden Gate Bridge and its approaches, and within the District's transit facilities. Bicycle access and safety on Golden Gate Transit and Golden Gate Ferry will also be a focus. Meetings are open to the public and calendar events will be shared once dates are set for the meetings.

Here are other potential Committees for which applications are being proposed.

Ferry Passenger Advisory Committee (FPAC)

The Ferry Passenger Advisory Committee meets on the second Monday of selected months from 12:00 p.m. to 1:15 p.m. All ferry riders are encouraged to apply.

Bus Passenger Advisory Committee (FPAC)

The Bus Passengers Advisory Committee meets on the third Wednesday of every other month from 5:30 p.m. to 7:30 p.m. All bus riders are encouraged to apply.

Advisory Committee on Accessibility Committee (FPAC)

The Advisory Committee on Accessibility meets quarterly on the third Thursday of the month from 1:30 p.m. to 3:00 p.m. All riders are encouraged to apply.

For more information on any committee or to request an application to join one, please email pac@goldengate.org or call 415-257-4417. Applications are accepted on an ongoing basis and will be evaluated without consideration of race, ethnicity, or national origin.

2. Zoom Meetings

The GGB Board has previously conducted its meetings via telephone. May marks the first month that we held our meetings via Zoom.

3. Agenda and Other Items Of Note

- A. Clipper Fare Pilot Program-**At our May meeting the Board authorized a Public Hearing to receive public comment on establishing a Clipper fare pilot program to provide a fare discount through a monthly pass for riders destined to designated higher educational institutions or to specified major employers on Golden Gate Transit regional routes and regular (non-special event) Golden Gate Ferry service. The public hearing would take place virtually on Thursday, June 23, 2022, at 9:00 a.m.
- B. Hydrogen Fuel Cell Ferry Demonstration Project-**At our May Meeting, the Board Authorized our General Manager to execute an agreement in the amount of \$300,000 with the San Francisco Bay Area Water Emergency Transportation Authority regarding a six-month demonstration project on San Francisco Bay utilizing a hydrogen fuel cell ferry. This is an important first step to allow our employees to test the technology and help the District work to further reduce GHG emissions in accordance with our Climate Action goals.
- C. Golden Gate Bridge District Budget-**The GGB District FY 2022-2023 Budget was presented at the May Finance-Auditing Committee meeting , and I am providing the link for your reference. Of particular note are the Capital Projects benefitting our Marin County.

1. FY 2022-2023 Proposed Budget Powerpoint Summary-

<https://www.goldengate.org/assets/1/25/2022-0519-financecomm-no10-ppt-proposedbudget.pdf?9057>

2. FY 2022-2023 Proposed Budget-

<https://www.goldengate.org/assets/1/25/2022-0519-financecomm-no10-proposedbudgetattachment.pdf?9039>

Link To Minutes of Past Meeting

Please see attached the Meeting Minutes for April 22, 2022 Meeting

<file:///Users/holli/Dropbox/2022-0422-boardmeeting-summaryactions1.pdf>

Please see attached the Meeting Minutes for May 22, 2022

<https://www.goldengate.org/assets/1/25/2022-0520-boardmeeting-summaryactions1.pdf?9058>

MCCMC Legislative Committee Report to MCCMC June 17, 2022
Update on Status of Bills with MCCMC Positions March to May, 2022.
Agenda for June 27 Legislative Committee Meeting not yet available
Respectfully Submitted
Alice Fredericks, Councilmember, Town of Tiburon

Update on March/April Action

March

AB 2097 – OPPOSED: The bill prohibits local jurisdictions from imposing minimum parking on projects within ½ mile of public transit. MCCMC’s position has acknowledged the need to encourage use of public transportation, but also express concern about the reality of safety and enforcement challenges with increased pressure for on street parking especially in older communities with narrow legacy roads. The bill also gives concessions to developers without requiring affordable housing. The bill was amended May 19, 2022 to define public transit as a major transit stop, including those in relevant regional transportation plans.

Ordered to 3rd reading 5.19

Read first time in Senate 5.27

Amended 6.09

Referred to Senate Committee on Housing 6.15

AB 2647 - SUPPORT The bill would clarify that documents that have been distributed to a majority of a local legislative body less than 72 hours before a meeting can be posted online in order to satisfy the requirements of the Brown Act.

Pending assignment to Senate committee 5.19

Referred to Senate Committee on Gov & Finance 5.25

SB897 – OPPOSED The bill allowed accessory dwelling units (ADU)heights of 25 ft on ministerial review and prohibited local jurisdictions from requiring existing ADUs to update to state and local zoning and building standards. The bill allowed ADUs on for all lots zoned for multifamily dwellings. The ADUS could be built before the primary units were built, with no provisions to require the primary unit to be built. The bill prohibited any requirements that did not permit an ADU to of at least 800square feet. Attached ADUs are permitted to expand beyond the primary single-family unit or the ADU not more than 150 square feet beyond the existing structure to accommodate ingress and egress. The bill also limits onsite parking requirements to one per unit. The bill was amended May 19, 2022 to allow local jurisdictions to impose ADU height limits that are the lower of 25 feet or the height of primary dwelling to which the ADU is attached.

Ordered to second reading 5.19

Referred to Assembly Committee on Local Government 6.16

Amended 6.16

APRIL

AB 2631 – OPPOSE: The bill proposes to override existing law, the Government Claims Act, that establishes the liability and immunity of a public entity for its acts or omissions that cause harm to persons. This bill would provide that a public entity is liable for injury relating to the effects of that public entity’s homelessness policies on another public entity. This bill contains other related provisions.

Referred to Local Government and Judiciary Committees 3.10

No change in status as of 6.17

SB 932 – WATCH LIST: The Legislative Committee voted to put this bill back on the watch list, since it was just amended to apply only to the 9 largest counties in the state. The bill would require the circulation element of the general plan to include bicycle and pedestrian plans and traffic calming plans. It further would require a county or city to include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions. The bill would create a new private right of action and legal liability if local government could not meet proposed arbitrary deadlines.

To be reconsidered by the Legislative Committee in May

Ordered to third reading, 5.19

Amended referred to Assembly Committee on Transportation 6.15

SB 1067 – OPPOSE: - This bill would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined, and that either (1) dedicates 25% of the total units to very low, low-, and moderate-income households, students, the elderly, or persons with disabilities or (2) the developer demonstrates that the development would not have a negative impact on the city's, county's, or city and county's ability to meet specified housing needs and would not have a negative impact on existing residential or commercial parking within 1/2 mile of the project, unless the city, county, or city and county makes specified findings (such as deficiencies in the developers analysis).

Ordered to second reading

In Assembly. Amended. Referred to Committee on local government 6.16

Update: Legislative Committee ACTION ITEMS May 23, 2022

2022-2023 State Budget Request to Invest \$1.6 billion in the Vitality of Cities (Cal Cities Budget Request) (see attachments for distribution of funds request and CalCities Letter of Support template for all cities to submit) ***Legislative Committee voted to support***

SB-932 (Portantino) General Plans: Circulation Element: Bicycle and Pedestrian Plans and Traffic Calming Plans

CalCities Position: Oppose unless amended

In April, the Legislative Committee voted to put this bill on the watch list, since it was just amended to apply only to the 9 largest counties in the state. As amended, the bill would require the circulation element of the general plan to include bicycle and pedestrian plans and traffic calming plans. It further would require a county or city to include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions. The bill would create a new private right of action and legal liability if local government could not meet proposed arbitrary deadlines.

*Ordered to third reading, 5.19. **Legislative Committee Voted to retain Watch Position***

Amended 5.27. Referred to Assembly Committee on Transportation 6.15

AB-1944 (Lee) Local Government: Open and Public Meetings

CalCities Position: Support

The Brown Act requires that a legislative body notice the teleconference location of each member participating in a public meeting, and that the teleconference location be accessible to the public. This bill would require the agenda for the meeting subject to the Brown Act to

identify any member of the legislative body that will participate in the meeting remotely, without a requirement to identify the participating member location, or the location to be publicly accessible. The bill would also require an updated agenda reflecting all the members participating in the meeting remotely to be posted if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill contains other related provisions and other existing laws.

*Ordered to third reading. 5.05 **Legislative Committee voted to support**
In Senate. Referred to committees Government and Finance, Judiciary. 6.08*

AB 2011 (Wicks) Affordable Housing and High Road Jobs Act of 2022

CalCities Position: Oppose

This bill would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right (no CEQA) within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages, as specified. The bill would force cities to allow housing projects by ministerial review in nearly all areas of a city, rendering the process of zoning for housing to meet regional housing needs allocation process moot.

*Ordered to third reading. 5.19 **Legislative Committee voted to oppose**
In Senate: Amended. Referred to Committee on housing 6.14*

AB-1721 (Rodriguez) California Emergency Services Act

CalCities Position: Support

The measure originally would establish the Emergency Medical Services Mutual Aid Program, to be administered by the Office of Emergency Services (OES), to support local government efforts in responding to surges in demand for emergency medical services during disasters. The proposed program included resilience and mutual aid programs for local governments, a seismic retrofit program for multifamily soft story buildings, and funds to enhance Emergency Medical Services surge and mutual aid capacity. The bill was amended and includes only the funding program for seismic retrofit program for multifamily soft story buildings of at least five stories. Mill Valley requested MCCMC Legislative Committee support an amendment to change the funding program to provide support for retro fit of 3 story building which are predominant in many jurisdictions.

*Third reading in assembly scheduled for May 23. **Legislative Committee found the bill to be outside their authority and voted to refer the bill with proposed amendment to the full MCCMC body for a support position.***

In the Senate: Referred to committee 6.8

LEGISLATIVE COMMITTEE AGENDA for June 27 not available before MCCMC Meeting June 22

Committee Report 5f:

Sonoma-Marin Area Rail Transit District

The MCCMC Representative to SMART, Dan Hillmer, Larkspur, has provided the attached summary of the June 1, 2022 SMART Board Meeting.



Rebecca Vaughn <mccmcsecretary@gmail.com>

Fwd: FW: Summary of the June 1, 2022, SMART Board of Directors Meeting

Daniel Hillmer <djhiller@gmail.com>
To: Rebecca Vaughn <MCCMCSecretary@gmail.com>

Wed, Jun 15, 2022 at 4:06 PM

FOR INCL. IN THE JUNE MCCMC REPORT - SUMMARY OF JUNE 1, 2022 SMART BRD MTNG.

----- Forwarded message -----

From: **Eddy Cumins** <ecumins@sonomamarintrain.org>

Date: Thu, Jun 9, 2022 at 7:45 AM

Subject: FW: Summary of the June 1, 2022, SMART Board of Directors Meeting

To: Barbara Pahre <bpahreggb@gmail.com>, Chris Rogers <crogers@srcity.org>, Damon Connolly <dconnolly@marincounty.org>, Dan Hillmer (dhillmer@cityoflarkspur.org) <dhillmer@cityoflarkspur.org>, Daniel Hillmer <djhiller@gmail.com>, David Rabbitt <David.Rabbitt@sonoma-county.org>, Debora Fudge <dlfudge@comcast.net>, Eric Lucan <elucan@novato.org>, Judy Arnold <jarnold@marincounty.org>, Kate Colin <kate.colin@cityofsanrafael.org>, Melanie Bagby <mbagby@ci.cloverdale.ca.us>, Patti Garbarino <patty.garbarino@marinsanitary.com>, Chris Coursey <Chris.coursey@sonoma-county.org>

Board of Directors,

Below is a quick summary of last week's Board Meeting.

Have a great day!

Eddy

From: Matt Stevens <mstevens@sonomamarintrain.org>**Sent:** Wednesday, June 8, 2022 4:24 PM**To:** SMART Internal <SMARTInternal@sonomamarintrain.org>**Subject:** Summary of the June 1, 2022, SMART Board of Directors Meeting

Please see below a summary of the June 1, 2022, SMART Board of Directors meeting. For more details, I encourage everyone to visit our website and view the presentations that are made in support of specific agenda items: [Board Meeting Instructions and Materials](#).

Thanks, Matt

Eddy's GM Report including recent news and happenings (Agenda Item #4)**Ridership Update**

- Ridership is continuing to climb. SMART carried 38,655 riders in the month of May and May ridership is up 13% from April, and up 70% from January. We are currently carrying 60% of our pre-COVID monthly ridership.
- Weekend ridership played a key role with the addition of Sunday service on May 1. May weekend ridership is up 70% over April. We carried 3,222 additional riders on our Sunday service.
- Not all increases came from weekend service, average weekday ridership continues to climb – average weekday daily boardings in May was 1,482, which is up 4% over April.
- Weekday ridership continues to trend upward:
 - February – ridership increased 21%
 - March – ridership increased 8%
 - April – ridership increased 2%
 - May – ridership increased 4%
- Ridership on May 31, 2022, was our highest day to date since the pandemic at 1,623 riders.
- Eddy didn't have any new information regarding return to the workplace – we expect workers will continue to work from home 2-3 days per week.

Real Time Information

- Eddy reported that SMART now has real-time data already on Google Maps, Apple Maps, and the Transit App.
- Google Transit took some time to get SMART real-time information on-line due to its detailed review process, but real-time information is now live on Google Maps and Google Transit.
- Eddy believes this will be a great tool for SMART's customers.

Service Reminders

- The Muir Woods Shuttle is moving to Larkspur beginning on June 4th. Eddy cannot think of a better way to visit Muir Woods than taking the train to Larkspur and the shuttle to Muir Woods.
- SMART is increasing its service schedule by adding ten additional weekday trips beginning on June 13. See the new schedule [here](#).
- SMART is promoting Tips for Trips its social media channels and the website.
 - Railroad Square Music Festival, June 12th 12 PM – 7:30 PM
 - Novato Chamber Art, Wine, & Music Festival, June 18th, 11 AM – 7 PM and June 19th, 11 AM – 6 PM
 - Marin County Fair, June 30th – July 4th, 11 AM – 11 PM

Freight Update

- Eddy reported that about 5 minutes after SMART took over freight service, he began receiving complaints about the condition of the Schellville yard requests for SMART to take action to clean up the rail yard. There was a large debris pile, and an old RV located at the rail yard.
- The Schellville yard has since been cleaned up – Jon Kerruish has done a great job of getting the Schellville yard back in order.

Highlight of the Month

Eddy's Highlight of the Month features SMART's Superintendent of Transportation, DeAndre Bess on a segment of KQED's food show Check Please! Bay Area: <https://youtu.be/dw717wiPOwA>

Consent Calendar (Agenda Item #6)

This month's Consent Calendar included the following items:

- Approval of Monthly Financial Reports – April 2022
- Consider and Approve a Resolution to continue virtual Tele/Video Conference Meetings during the COVID-19 State of Emergency
- Authorize the General Manager to execute Contract Amendment No. 2 with Nossaman, LLP Legal Services to provide legal support in several projects and litigation in an amount of \$250,000 and extend the term for two (2)

years

Regular Calendar

Agenda Item #7 – Consent to participating in Metropolitan Transportation Commission’s (MTC) Institutional Transit Pass Pilot Program – Presented by Heather McKillop

In November 2021, the Bay Area Fare Integration Task Force (FITF) adopted a Policy Vision Statement for fare integration in the Bay Area’s 9-county region. The first action in the Statement is the “deployment of an all- transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources/technical considerations.”

The objective of the pilot is to evaluate the degree to which an institutional transit pass covering all operators may increase transit ridership and better meet the needs of users and institutions, as compared to single-agency passes. The pilot will evaluate program performance and collect data that could be used as the basis of a revenue model for a potential permanent program.

Impact to SMART

Before the COVID-19 pandemic, the Santa Rosa Junior College (SRJC) was part of SMART’s institutional Eco-Pass program. The institutional program was designed to provide a discount for those businesses or higher education institutions that bought in bulk. In May of 2021, we eliminated the institutional pass as the new discounted rates (31-Day Pass) were lower in cost to businesses than what they could obtain through the institutional pass. In addition, with the monthly pass, businesses don’t have to buy certain number of passes to qualify for the lower rate.

Currently, SJRC purchases monthly passes from SMART based on student request, with the student paying half of the cost. The demand has been low during the pandemic due to remote learning. SRJC students have also had free passes on the three Sonoma County bus operators (Santa Rosa CityBus, Sonoma County Transit, and Petaluma Transit). The Institutional Transit Pass Pilot Program will mean that SRJC students also have free passes to SMART, Golden Gate Transit, and all other Bay Area transit operators on the Clipper system (e.g., BART, Muni). SJRC boardings on SMART are anticipated to increase with the introduction of this program, as well as usage of other systems. The pilot will offer passes to up to 25% of the SRJC student population (5,000 - 7,000). However, students will have to proactively register for the program, so it is likely the actual usage will be lower than 25% of the student population.

FISCAL IMPACT: The MTC Commission has identified up to \$85 million of regional funds for Transit Transformation Action Plan near term priorities, including \$28 million for fare integration activities. Of this amount, approximately \$6 million is targeted toward this Institutional/employer pilot project. From this \$6 million, \$4.5 million is budgeted to make whole agency revenue impacts associated with Phase 1; a \$1 million fund to make whole agency revenue impacts associated with Phase 2; and \$500,000 budgeted for other administrative costs, including consulting support, Clipper card purchases, and communications.

The Year 1 allocation for the pilot will be an upfront payment of \$9,142 for SMART, which is our share of \$2.2 million based on fare revenue in FY 2018-19. The Year 2 allocation, which will also total \$2.2 million regionally, is intended to be a “Top Up” based on actual usage observed during the first year of the pilot.

Agenda Item #8 – Approve a Resolution to Amend Fiscal Year 2021-22 Freight Budget in an amount of \$126,973 – Presented by Heather McKillop

On March 1, 2022, SMART took over freight operations from the Northwestern Pacific Railroad Company. We received approval from the Board to use a 3rd Party freight operator, contracted on a temporary basis while SMART went through the recruitment and hiring process. The contract with the vendor was for three months with month-to-month extensions available.

The recruitment for Freight Utility Worker was opened on January 31, 2022, after the Board of Directors approved the Freight Budget and the positions were authorized.

The Freight Utility Worker position requires freight staff to be able to perform more than one function for the railroad, such as operating trains and inspecting the tracks, which extended the length of time necessary to find qualified applicants. We currently have enough applicants in background to fill the approved positions, however, we have been experiencing some challenges with getting appointments for preemployment physicals and testing scheduled due to our contracted providers being booked out one to two weeks into the future.

Based on these challenges, we are hoping to have all qualified applicants through the pre-employment process by July 1, 2022, but this will require us to extend the contract one more month through June 30, 2022. Although we have contract authority for this extension, we need to budget the funds for the additional month. We have estimated that we will need \$121,973. In addition, with the increasing price of fuel, we also anticipate needing an additional \$5,000 for fuel for May and June.

FISCAL IMPACT: The total request is \$126,973. The funds are available in Fiscal Year 2022. Utilizing the funds this year will reduce the funds that will be carried forward from Fiscal Year 2022 to Fiscal Year 2023.

Agenda Item #9 – Authorize the General Manager to award Contract No. IT-PS-22-001 to SPTJ Consulting, Inc. to provide network monitoring and support services with a not-to-exceed amount of \$303,219 for each Fiscal Year included in the initial three-year term – Presented by Ken Hendricks

SMART contracts with a consultant to provide ongoing management and maintenance support for SMART's Administration Network. The SMART Administration Network encompasses the configuration of network equipment located at four SMART facilities. This network manages all data, voice, and video transmission within and between SMART's facilities, including connections to fare collection equipment, CCTV security equipment, fare vending equipment, and card payment systems.

This consultant is responsible for maintaining a 99.9% uptime of SMART's Administration Network by providing on-call 24/7 onsite and remote support and monitoring, managing equipment warranties and warranty repair, and regular system and security updates. A secure and reliable Administration Network is critical to support SMART's operations.

The existing contract for these services expires on June 30, 2022. In anticipation of the contract expiration, SMART issued a Request for Proposal (RFP) on March 25, 2022, under Solicitation No. IT-PS-22-001. SMART received 4 responsive proposals from the following firms: 1. MGT of America Consulting, LLC 2. NetXperts, Inc. 3. SoftSages Technology.

SMART's selection committee reviewed the proposals using the evaluation criteria specified in the RFP. The criteria included: service approach; experience and qualifications; demonstrated history of performing similar work; and pricing. Following the evaluation of the proposals, the selection committee opened negotiations with the top ranked firm and subsequently made the determination that SPTJ Consulting, Inc. provides the overall best benefit to SMART and is recommending the firm for the award of this contract.

Staff recommended authorizing the General Manager to award Contract No. IT-PS-22-001 to SPTJ Consulting, Inc. to provide network monitoring and support services with a not-to-exceed amount of \$303,219 for each Fiscal Year included in the initial three-year term. This contract also has one two-year option to extend at SMART's discretion following the initial term.

Agenda Item #10 – Approve a Resolution Authorizing the General Manager to award Contract No. EV-PS-22- 001 to WRA, Inc. for As-Needed Environmental Consulting Services for a total not-to exceed contract amount of \$450,000 and a term of 3 years, with two additional one-year options to extend at \$150,000 per year – Presented by Bill Gamlen

The SMART train passes through amazing natural areas consisting of wetlands, wooded uplands, across creeks and rivers that are home to a variety of wildlife, including some that have endangered species status. Thus, we must be very careful when extending the system, constructing pathways, and making improvements to the system. Securing the necessary environmental permits to construct work in the right-of-way is a complex undertaking that requires an understanding of the natural environment as well as the intricacies of regulatory permitting. SMART has utilized environmental consultants to assist with these areas.

SMART issued a Request for Proposals on March 18, 2022, for As-Needed Environmental Consulting Services SMART received four (4) proposals on April 12, 2022, and rated them by a qualitative/descriptive (adjectival) method. Based on this rating method SMART concluded that WRA, Inc. was the highest-ranking proposer, with good understanding and approach to environmental permitting and an excellent demonstrated history of providing similar services locally.

The scope of work for the contract may include preparing permit applications, developing mitigation plans, conducting monitoring of mitigation sites, conducting field studies, and related environmental services to support the implementation of projects. Since this is an as-needed contract, individual task orders will be executed for specific work.

Staff recommended approving Resolution No. 2022-21 authorizing the General Manager to execute Contract No. EV-PS-22-001 for As-Needed Environmental Consulting Services with WRA, Inc. for a total not-to-exceed contract amount of \$450,000 and a term of 3 years, with two additional one-year options to extend at \$150,000 per year.

Agenda Item #11 – Approve additional service on June 12 and June 26 to meet the Golden Gate Ferry service from Oracle Park – Presented by Emily Betts

SMART receives many requests for special event service, particularly to the San Francisco Giants games at Oracle Park. Golden Gate runs a special Giants Ferry service from Larkspur Ferry Terminal for the season. The ferry departs one hour and 30 minutes before the first pitch and drops passengers off at Oracle Park. The ferry departs Oracle 30 minutes after the last out.

The weekend Giants games are 1:05pm, 4:15pm, or 7:15pm. The variation in length of baseball games requires flexibility with return transit services, as the ferry and train must hold for an unknown period of time following the game. Current budgeted SMART staffing levels and labor contracts do not permit the train to hold for the return trips for the 4:15pm and 7:15pm games. However, the 1:05pm game return can be served by the addition of a special train, departing Larkspur at approximately 6:15pm (or 25 minutes after ferry arrival).

The trip to the 1:05pm Giants game can be served with existing southbound 9:31am, getting to Larkspur at 10:50am, with a 45-minute transfer; Golden Gate recommends that passengers arrive 45 minutes prior to the ferry departure.

Staff recommends utilizing our existing fare structure for this pilot service. If demand proves high, it may be helpful to create a separate mechanism to manage ticket sales and generate revenue. In addition, we have the option of adding a third car to the existing 9:31am southbound train, based on demand.

Ticketing for the train and ferry would need to be purchased separately by the rider. Special Giants Ferry tickets (\$15.50 adult one way) must be pre-purchased online and often sell out. SMART riders should use the regular Clipper or Mobile App fares, as the "Rail and Sail" discount will not apply to the special Giants ferry service.

The Giants have offered to do a targeted email to North Bay ticketholders to promote the integrated train-to-ferry service on those days. SMART staff will also market the service to existing and future riders.

SMART and Golden Gate Ferry are excited to be offering this coordinated service to the public, to make traveling to Giants games more convenient and stress-free. North Bay residents will be able to travel carefree from their closest SMART station to the Marina Gate at Oracle Park, avoiding traffic and the hassle of parking (\$50 in stadium area).

FISCAL IMPACT: The addition of a special one-way train from Larkspur to Sonoma County Airport to meet the post-game return ferry would cost SMART an additional \$2,400 in operating cost. This cost would be offset by the amount of fares collected.

See Special Giants Service PPT [here](#).

Agenda Item #12 – Next Regular Meeting of the Board of Directors, June 15, 2022 – 1:30 PM

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Matt Stevens | Communications & Marketing
Main: 707-794-3330 | Direct: 707-794-3074

SMART | Sonoma-Marin Area Rail Transit

5401 Old Redwood Hwy., Suite 200, Petaluma, CA 94954

www.SonomaMarinTrain.org



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Transportation Authority of Marin (TAM) Report to MCCMC. June 17, 2022
Respectfully submitted: Alice Fredericks, Councilmember, Town of Tiburon

The following TAM Commission report includes the June 13, 2022 TAM APP Executive Committee Report and issues to be addressed at the TAM Commission meeting on June 23, 2022 which takes place after the current MCCMC meeting.

TAM Administration Programs Policy Executive Committee June 13, 2022

The TAM Administration Programs and Policy Executive Committee agreed to forwarding the following matter to TAM Commission for consideration at their July meeting. The proposed agenda item includes consideration of a staff feedback letter to MTC on the changes for the Transit oriented Development policy, renamed Transit Oriented Communities (TOC) policies. These policies address integration of land use and transportation and funding of relevant projects.

MTC asked Bay Area transit agencies for direction to align eligibility for OBAG (federal) funding with jurisdictions compliant to TOC policies and standards. In Marin, the standards apply to SMART stations in Novato, San Raphael and Larkspur. Of the standards listed below, only station access and circulation requirements apply to the ferry terminals in Tibuorn and Sausalito.

The requirements of the Transit Oriented Communities policies are:

1. The policy includes required and allowed minimum residential and commercial densities
affordable housing preservation and protection, commercial, anti displacement policies,
2. Stabilization policies
3. Parking management
4. Transit station access and circulation

The TAM APP Executive Committee recommendation includes consideration of information from MT in response to a letter from the Bay Area County Transportation Agencies (BACTA) to MTC and ABAG expressing concerns about the gaps in policy information and the conflicts with ongoing housing element updates that some of the TOC proposed zoning creates. The letter is attached below.

Highlights: Upcoming TAM COMMISSION Meeting June 23, 2022

Adopt Annual Budget

The commission will hold a public hearing on TAM's annual budget and vote to adopt it. The budget development process allows the agency to create the plan for its agency operations and project/program management and delivery, as well as funding allocations to various project sponsors for the upcoming fiscal year. TAM's total revenue for FY 2022-23 is expected to be \$42.52 million and total expenditure is expected to be \$52.77 million based on current project/program delivery schedules.

The Citizens' Oversight Committee (COC) is scheduled to review the 2022 Measure A/AA1/2-Cent Transportation Sales Tax Compliance Auditee Selection List at its June 20, 2022 meeting and any comments from the COC will be reported to the Board at its June 23 meeting.

Marin Transit

TAM will receive the Annual report and vote on funding for the Marin Transit. Tam allocates Marin Transit funding for FY 22/23 from Measure A/AA Sales tax revenues and Measure B Vehicle Registration fee revenue.

Local Infrastructure Funding

TAM annually allocates available local infrastructure funds to local agencies to maintain roads, bikeways, sidewalks, and pathways. Allocation for FY 22/23 will be considered on the consent calendar. Here are some details of fund sources:

Local infrastructure funds can include a combination of Measures AA, B, and A Reserve funds. Measure AA funds are available annually. Measure B funds are made available once every three years from revenue collection. Measure A Reserve funds are available as directed by the TAM Board during the development of TAM's annual budget.

Measure AA funds from Category 2.1 are used for local street and road maintenance and rehabilitation. Funds are distributed on an annual basis to each city, town, and Marin County. Allocations are calculated using a formula based on a 50/50 split of lane miles maintained and population. These factors were updated in 2021, resulting in very minor adjustments to local shares. This category will continue local jurisdictions' recent progress rebuilding, repaving, and reconstructing our local roads, including the addition of features that support walking, biking, and taking transit.

Funds from Category 2.1 can also be used to increase public availability of alternative fuel facilities, such as electric vehicle charging infrastructure. Innovative technology for better managing traffic such as the installation of smart traffic signals and real-time transit information can also be funded.

Measure B Element 1.1 funds are distributed to jurisdictions based on the existing formula on a 50/50 split of lane miles maintained and population. Funds may be used for the following:

- road maintenance, rehabilitation, and congestion relief on local and residential streets,
- safety improvements for all modes,
- emergency pothole repair on residential streets, sidewalks, and pathways,
- crosswalk and accessibility enhancements,
- intersection control, pavement, and drainage improvements, and
- streetscape improvements to better manage stormwater runoff.

Because annual collection of Measure B funds for local streets is insufficient for the smaller jurisdictions to complete the typical street projects, Measure B Element 1.1 funds are pooled and once every three years of revenue collection. Measure B funds will be available again in FY 22/23.

Measure A Reserve Funds are collected for 5 years to ensure a cushion is available in periods of economic decline that adversely affect revenue collection

In June 2020, the TAM Board suspended the collection of Measure AA Reserve funds for one year in anticipation that collection of transportation sales tax funds would be negatively impacted by the COVID-19 pandemic. As a result of the suspension, Measure A Reserve funds were not available in FY 21/22. As allowed by adopted TAM policy, Measure A Reserve funds in the amount equal to the estimated \$1.7 million in Measure AA reserve collected has been made available for allocations in FY 22/23. The proportional share of Measure A Reserve funds for Local Infrastructure Projects (Strategy 3.2) is \$243,440.

It is anticipated that Measure A Reserve funds will remain available annually for two more fiscal years after the distribution for FY 22/23.



June 3, 2022

Therese McMillan, Executive Director
 Metropolitan Transportation Commission/Association of Bay Area Governments
 Bay Area Metro Center
 375 Beale Street, Suite 800
 San Francisco, CA 94105-2066

Dear Ms. McMillan,

The Bay Area County Transportation Agencies (BACTA) appreciate the important work MTC is performing on the development of the Transit Oriented Communities (TOC) Policy as a means to support implementation of PBA 2050. We also appreciate the numerous meetings your staff have had with us during the development of the policy and for addressing many of our comments. We understand that the TOC policy is slated for approval at your July Commission meeting and would like to share a few specific comments germane to all the CTAs below. In addition, individual CTAs may also be submitting additional separate comments. There are six areas of interest that the CTAs would like to see addressed prior to the TOC Policy adoption in July to enable informed decisions and to allow us to advise our policy makers and jurisdictions:

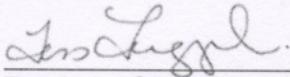
- Finalize a baseline assessment of how the proposed density and policy changes compare with the existing conditions in the approved PDAs. This is critical for CTAs and local jurisdictions to determine the extent of increase in density that is being recommended.
- Provide a detailed map of where the TOC policy would apply, and a list of which PDAs or TRAs would be included in it. This would be especially helpful for counties that have many PDAs. (For reference, San Mateo County has 25 PDAs, Alameda County has 48 PDAs).
- Consider adjustments to the 4-year timeframe for jurisdictions to rezone the areas for compliance with the TOCs. Local jurisdictions are devoting significant time and resources to updating their housing elements. If an adopted TOC policy requires updated PDA specific plans or new specific plans for areas within a TRA, there may not be sufficient time to complete the rezoning within the 4-year timeframe. Jurisdictions will have to pivot from the resource-intensive housing element update to immediately start on Specific Plan efforts to comply with the TOC Policy. A Specific Plan update can easily take several years. If many of the PDA Specific Plans have to be updated, it will be exceedingly challenging to accomplish that in the 4-year timeframe.
- Clarify the implications for PDAs for which the policy doesn't apply or for areas where there are fixed guideway stations outside of PDAs – in either of these cases, clarify if they would be eligible for future OBAG funds.
- Clarify whether or how the TOC Policy would be used in the future to determine funding distributions, including which fund sources would be considered for alignment with the TOC policy.

Therese McMillan
June 3, 2022
Page 2

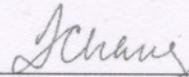
- Clarify the implications for a fixed guideway corridor when one jurisdiction (of many on the corridor) may not be in compliance with the policy: which agencies would be affected and what would be the funding ramifications.

Again, we appreciate the collaboration with your staff on the development of the TOC policy and seek your responses to the above items in a manner that would allow us enough time to evaluate and coordinate with our jurisdictions and policymakers prior to adoption of the TOC policy.

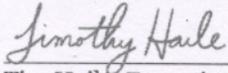
Sincerely,



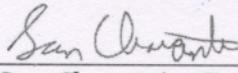
Tess Lengyel, Executive Director
Alameda County Transportation Commission



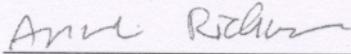
Tilly Chang, Executive Director
San Francisco County Transportation Authority



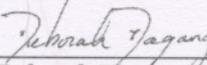
Tim Haile, Executive Director
Contra Costa Transportation Authority



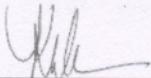
Sean Charpentier, Executive Director
City/County Association of Governments of San Mateo County



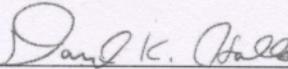
Anne Richman, Executive Director
Transportation Authority of Marin



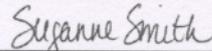
Deborah Dagang, Chief Planning & Programming Officer
Santa Clara Valley Transportation Authority



Kate Miller, Executive Director
Napa Valley Transportation Authority



Daryl Halls, Executive Director
Solano Transportation Authority



Suzanne Smith, Executive Director
Sonoma County Transportation Authority

cc: Alix Bockelman, Deputy Executive Director, Metropolitan Transportation Commission
Matt Maloney, Director, Regional Planning, Metropolitan Transportation Commission

**MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
STAFF REPORT**

REPORT DATE: June 18, 2022
MEETING DATE: June 22, 2022

TO: HONORABLE MEMBERS OF THE MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS

FROM: Rebecca Vaughn, MCCMC Secretary

SUBJECT: Action Item from MCCMC Legislative Committee Regarding AB1721, California Emergency Services Act: Request for MCCMC Body to Review Proposed Amendment and Issue Support Position



PURPOSE:

For the Marin County Council of Mayors and Councilmembers (MCCMC) to review a proposed amendment to AB1721, California Emergency Services Act and consider issuing a “Support” position.

BACKGROUND:

The MCCMC Legislative Committee was asked to take a position for a bill that was not within the scope of their authority. The full body of the MCCMC is asked to review the request and consider making a determination to issue a “Support” position.

DISCUSSION:

The measure originally would establish the Emergency Medical Services Mutual Aid Program, to be administered by the Office of Emergency Services (OES), to support local government efforts in responding to surges in demand for emergency medical services during disasters. The proposed program included resilience and mutual aid programs for local governments, a seismic retrofit program for multifamily soft story buildings, and funds to enhance Emergency Medical Services surge and mutual aid capacity. The bill was amended and includes only the funding program for seismic retrofit program for multifamily soft story buildings of at least five stories. Mill Valley requested MCCMC Legislative Committee support an amendment to change the funding program to provide support for retro fit of 3 story building which are predominant in many jurisdictions.

In the Senate: Referred to committee 6.8. Legislative Committee found the bill to be outside their authority and voted to refer the bill with proposed amendment to the full MCCMC body for a support position.

The summary and text of AB 1721 can be viewed here:
https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1721

Attachment:

1. Text of AB1721, California Emergency Services Act:
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1721


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AB-1721 Seismic retrofitting: soft story multifamily housing. (2021-2022)

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AMENDED IN ASSEMBLY MAY 19, 2022

AMENDED IN ASSEMBLY MARCH 21, 2022

CALIFORNIA LEGISLATURE— 2021–2022 REGULAR SESSION

ASSEMBLY BILL

NO. 1721

Introduced by Assembly Member Rodriguez
(Coauthor: Assembly Member Holden)

January 27, 2022

An act to ~~add Article 11.1 (commencing with Section 8619.20) and Article 23 (commencing with Section 8669.8) to, and to~~ add and repeal Article 5.10 (commencing with Section ~~8590.10~~ of, ~~8590.15~~ of Chapter 7 of Division 1 of Title 2 of the Government Code, relating to state government.

LEGISLATIVE COUNSEL'S DIGEST

AB 1721, as amended, Rodriguez. ~~California Emergency Services Act: emergency preparedness: mutual aid: seismic retrofitting~~ *Seismic retrofitting*: soft story multifamily housing.

~~Existing law, the California Emergency Services Act, establishes the Office of Emergency Services (OES) within the office of the Governor, and sets forth its powers and duties, including responsibility for addressing natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. Existing law authorizes the Governor with the advice of OES to divide the state into mutual aid regions for the more effective application, administration, and coordination of mutual aid and other emergency-related activities. Existing law requires OES to coordinate response and recovery operations in each of the mutual aid regions.~~

~~This bill would establish the Emergency Medical Services Mutual Aid Program, to be administered by OES, to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$50,000,000 to the Director of Emergency Services to effectuate these provisions.~~

~~Existing federal law requires a state mitigation plan as a condition for disaster assistance and authorizes the Federal Emergency Management Agency to condition mitigation grant assistance upon state, local, and Indian tribal governments undertaking coordinated disaster mitigation planning and implementation measures. Existing law requires OES, in coordination with all interested state agencies with designated response roles in the state emergency plan and interested local emergency management agencies, to jointly establish by regulation a standardized emergency management system for use by all emergency response agencies.~~

~~This bill would establish a Local Resilience, Emergency Preparedness, and Mutual Aid Fund to, upon appropriation by the Legislature, support staffing, planning, emergency mitigation priorities, and enhancing mutual aid to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Controller, upon appropriation by the Legislature, to transfer \$500,000,000 annually to the fund. The bill would require OES to establish the Local Resilience, Emergency Preparedness, and Mutual Aid Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2023, would require the committee to adopt guidelines identifying eligible uses of the funds distributed pursuant to these provisions for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community and enhances mutual aid.~~

~~The bill would also require OES, upon appropriation, to establish the Long Term Care Mutual Aid Program, to be administered by OES in coordination with the California Health and Human Services Agency, for the purpose of supporting responses by local governments and specified long term care facilities to facility evacuations, surge capacity issues, and other disaster responses, and providing effective mutual aid during disasters, as specified. The bill would require OES to provide noncompetitive grant funding through the program to specified nonprofit organizations that represent long term care facilities for the purpose of developing, coordinating, and providing continued readiness, as specified. The bill would require facilities that participate in the program to integrate their disaster preparedness, response, and recovery efforts with specified entities.~~

Existing law establishes the California Earthquake Authority (CEA), administered under the authority of the Insurance Commissioner and governed by a 3-member board, to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance.

Existing law authorizes a city or county to establish, by ordinance, seismic retrofit standards for certain woodframe, multiunit residential buildings, referred to as soft story residential buildings, that the city or county identifies as being potentially hazardous to life in the event of an earthquake.

This bill would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing ~~Fund Fund, and its subsidiary account, the Seismic Retrofitting Account,~~ within the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, *to the California Earthquake Authority* for the purposes of distributing funds pursuant to the program. The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. The bill would require OES and CEA to enter into *or use* a joint powers agreement to develop and administer the program, as specified. The bill would require OES and CEA to submit a specified report to the Legislature by July 1, ~~2026, 2042,~~ regarding the implementation of the program. The bill would make these provisions inoperative on July 1, ~~2027, 2042,~~ and would repeal them as of January 1, ~~2028: 2043.~~

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares as follows:

~~(a)Fourteen of the largest 20 wildfires in California history have occurred in the last decade. These megafires are threatening the way of life for millions of Californians and destroying tens of thousands of homes and businesses.~~

~~(b)Major and simultaneous wildfires have overwhelmed the mutual aid system and increased the number of out-of-state firefighting resources being requested.~~

~~(c)The number of unfilled requests for both in-state and out-of-state mutual aid continues to increase and the greatest challenge faced by incident commanders is a scarcity of fire crews.~~

~~(d)~~

~~(a)~~ The United States Geological Survey and other scientists estimate a 72-percent probability that at least one earthquake of magnitude 6.7 or greater, capable of causing widespread damage, will strike the San Francisco Bay Area before 2044. For the Los Angeles region, the same model forecasts a 60-percent probability that an earthquake of magnitude 6.7 or greater will occur before 2044.

~~(e)~~

~~(b)~~ The modeling for major earthquake scenarios in the ~~Bay Area and Southern~~ *bay area and southern* California from the Federal Emergency Management Agency forecasts violent shaking in densely populated areas that could result in over 50,000 displaced households and over 30,000 individuals requiring short-term shelter.

~~(f)~~

~~(c)~~ There are an estimated ~~100,000~~ *tens of thousands of* soft story multifamily apartment buildings, built before 1980, that house an estimated 2,500,000 Californians, many of whom are economically disadvantaged.

~~(g)~~ *California has a history of floods. Though the last water year with major, widespread flooding was 1997 (the New Year's Day floods, when 120,000 people were evacuated and 23,000 homes and businesses flooded), there have been several recent local flood disasters, such as the Oroville Spillway in 2017.*

~~(h)~~ *Since 1992, every county in California has been declared a federal disaster area at least once for a flooding event. Estimates suggest one in five Californians and structures valued at nearly six hundred billion dollars (\$600,000,000,000) statewide are located in areas that have at least a 1-in-500 probability of flooding in any given year. In the Central Valley alone, nearly one in three residents and crops worth nearly six billion dollars (\$6,000,000,000) are located in areas at risk of flooding.*

SEC. 2. Article 5.10 (commencing with Section 8590.15) is added to Chapter 7 of Division 1 of Title 2 of the Government Code, to read:

Article 5.10. Seismic Retrofitting Program for Soft Story Multifamily Housing

8590.15. For purposes of this article, the following definitions apply:

(a) "Fund" means the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund.

(b) "Joint powers authority" means the agency or entity designated or created pursuant to a joint powers agreement between the Office of Emergency Services and the California Earthquake Authority, entered into pursuant to Section 8590.17, to implement this article.

(c) "Multifamily housing" means a two- or three-story building containing 5 to 20 residential units.

(d) "Program" means the Seismic Retrofitting Program for Soft Story Multifamily Housing.

(e) "Seismic retrofitting" means making a structure more resistant to earthquake shaking and damage.

(f) "Soft story" means a multiunit, wood-frame building with a weak first story that has a high collapse potential due primarily to its soft or weak first-story walls.

8590.16. (a) The Seismic Retrofitting Program for Soft Story Multifamily Housing is hereby established, to be developed and administered as provided in this article, for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes.

(b) The Seismic Retrofitting Program for Soft Story Multifamily Housing ~~Fund is Fund, and its subsidiary account, the Seismic Retrofitting Account, are~~ hereby created within the State Treasury. Moneys in the fund *and its subsidiary account* shall be available, upon appropriation by the Legislature, *to the California Earthquake Authority* for the purposes of distributing funds pursuant to the program as provided in this article.

(c) Upon appropriation by the Legislature, the Controller shall transfer four hundred million dollars (\$400,000,000) annually to the fund for the purposes of carrying out this article.

(d) Funds appropriated for purposes of the program shall be available for a 10-year performance period, which may be extended by the joint powers agreement on an annual basis until July 1, 2042.

8590.17. (a) The Office of Emergency Services shall enter into ~~a~~ *or use an existing* joint powers agreement with the California Earthquake Authority in accordance with the Joint Exercise of Powers Act (Chapter 5 (commencing with Section 6500) of Division 7 of Title 1) and this article to develop and administer the program.

(b) The program shall do all of the following:

- (1) Encourage cost-effective seismic retrofitting for existing affordable multifamily housing in California.
- (2) Provide financial assistance to owners of multifamily housing that have been determined to be at risk of collapse in earthquakes for seismic retrofitting to protect individuals living in multifamily housing.
- (3) Prioritize financial assistance to benefit communities with high social vulnerability.
- (4) Prioritize financial assistance to owners of multifamily housing ~~—serving low- and moderate-income households~~ in communities with high concentrations of soft story multifamily housing or in areas of high seismicity.

(c) The California Earthquake Authority shall receive a reasonable amount not to exceed 10 percent of funding under this program to provide technical assistance to cities and local building departments to develop inventories and seismic retrofit programs for multifamily housing in high seismic areas.

(d) The California Earthquake Authority shall receive reasonable funds, as required, to offset administrative, operational, information technology, and finance costs to administer the program and is prohibited from using funds from policyholders to offset any costs associated with this program.

8590.18. (a) The joint powers authority shall develop criteria and a scoring methodology to prioritize financial assistance provided under the program that consider, but are not limited to considering, all of the following:

- (1) An area's and community's vulnerability to ~~earthquake:~~ *earthquakes*.
- (2) The number of low- and moderate-income households residing in ~~multifamily housing in~~ the area.
- (3) Other factors that lead some populations to experience a greater risk from earthquakes, including socioeconomic characteristics of an area or community such as poverty levels, residents with disabilities, residents experiencing language barriers, residents over 65 or under 5 years of age, and households without a car.

(b) The joint powers authority shall develop eligibility criteria for *communities and* property owners who may receive financial assistance under the seismic retrofitting program in accordance with this article.

(c) Contracts for seismic retrofit engineering and construction work executed after the date of enactment of the act adding this subdivision may qualify for grant reimbursement if the projects qualify under the program requirements developed pursuant to act by the appropriate agencies.

8590.19. (a) The joint powers authority may accept any federal funds granted by an act of Congress or by executive order for any of the purposes of this article.

(b) The joint powers authority may establish financial assistance limits and matching funding or other recipient contribution requirements, as necessary, to ensure the viability and efficient operation of the program and to maximize the program's impact on reducing earthquake risk in California.

8590.20. (a) By July 1, ~~2026,~~ *2042*, the joint powers authority shall submit a report to the Legislature pursuant to Section 9795 regarding the implementation of the program. The report shall include, but is not limited to, all of the following:

- (1) An evaluation of the cost-effectiveness of the program.
- (2) An evaluation of the overall earthquake risk reduction ~~in~~ achieved statewide through awards of financial assistance under the program.
- (3) Detailed information about the quantity, monetary value, geographic distribution, and categories of awards of financial assistance made under the program.
- (4) Detailed information about the sources and amounts of funds appropriated or granted to the program.

(b) The requirement for submitting a report imposed by this section is inoperative on January 1, ~~2028~~, 2043, pursuant to Section 10231.5.

8590.21. The operation of this article is contingent upon an appropriation by the Legislature in the annual Budget Act or another statute for purposes of this article.

8590.22. This article shall become inoperative on July 1, ~~2027~~, 2042, and, as of January 1, ~~2028~~, 2043, is repealed.

~~SEC. 3. Article 11.1 (commencing with Section 8619.20) is added to Chapter 7 of Division 1 of Title 2 of the Government Code, to read:~~

~~11.1. Emergency Medical Services Mutual Aid Program~~

~~8619.20.(a) The Emergency Medical Services Mutual Aid Program is hereby established, to be administered by the office in coordination with the Emergency Medical Services Authority, for the purpose of supporting local government efforts to respond to surges in demand for emergency medical services and provide effective mutual aid during disasters:~~

~~(b) Pursuant to Section 8619.21, the office shall provide noncompetitive grant funding through the program to local governments, special districts, and tribes for the purpose of acquiring emergency medical services resources, including mobile field hospitals, triage tents, ambulances, and body armor and personal protective equipment for emergency medical services personnel.~~

~~(c) For purposes of this article, the following definitions shall apply:~~

~~(1) "Disaster" has the same meaning as in Section 8680.3.~~

~~(2) "Office" means the Office of Emergency Services.~~

~~(3) "Program" means the Emergency Medical Services Mutual Aid Program.~~

~~8619.21.(a)(1) Upon appropriation by the Legislature, the office shall make grants of funds on a noncompetitive basis to all of the following:~~

~~(A) Counties.~~

~~(B) Cities.~~

~~(C) Special districts.~~

~~(D) California federally recognized tribes.~~

~~(2) The grants shall be divided between all entities specified in paragraph (1) pro rata based on population:~~

~~(b) Notwithstanding subdivision (a), an entity that is required to have an emergency plan under this chapter shall not be eligible to receive a grant under this section unless the entity's plan includes providing emergency medical services during a disaster.~~

~~(c)(1) The office shall provide an annual report to the Legislature pursuant to Section 9795 that includes, at a minimum, all of the following:~~

~~(A) The number of applications received under the program during the year of the report.~~

~~(B) The total dollar amount requested by eligible entities during the year of the report.~~

~~(C) How grants received under the program have been invested.~~

~~(D) The effectiveness of the program and the metrics used in determining effectiveness.~~

~~(2) The requirement for submitting a report imposed by this subdivision is inoperative on January 1, 2028, pursuant to Section 10231.5.~~

~~(d) The office may retain up to 3 percent of any appropriation from the Legislature for the purpose of administering the program.~~

~~8619.22. Upon appropriation by the Legislature, the Controller shall transfer fifty million dollars (\$50,000,000) to the Director of Emergency Services to effectuate this article.~~

~~SEC. 4. Article 23 (commencing with Section 8669.8) is added to Chapter 7 of Division 1 of Title 2 of the Government Code, to read:~~

~~23. Local Resilience, Emergency Preparedness, and Mutual Aid Fund~~

~~8669.8. The Legislature finds and declares all of the following:~~

~~(a) To protect public health and safety and the environment, it is necessary to establish a high level of preparedness in counties, cities, and special districts to respond to disasters. The establishment of a high level of preparedness at the local government level is of statewide concern because of the possibility of catastrophic disasters striking the citizens of the state especially as the state faces the impacts of climate change.~~

~~(b) The establishment of a local disaster preparedness fund is the basis for achieving the stable funding necessary to maintain a high level of local preparedness and readiness, including the ongoing evaluation and hazard mitigation of existing risks before a disaster strikes, that the citizens of the state deserve and need.~~

~~(c) The funds generated pursuant to this article should be available to eligible local governments in order to provide flexibility to manage resilience and preparedness programs, develop needed emergency operations plans and response procedures, establish emergency management facilities, provide necessary training as the local hazards and state of preparedness may dictate, and enhance mutual aid capabilities.~~

~~8669.81. For purposes of this article, the following definitions apply:~~

~~(a) "Director" means the Director of Emergency Services.~~

~~(b) "Fund" means the Local Resilience, Emergency Preparedness, and Mutual Aid Fund established pursuant to Section 8669.82.~~

~~(c) "Committee" means the Local Resilience, Emergency Preparedness, and Mutual Aid Fund Committee established pursuant to Section 8669.83.~~

~~(d) "Board" means the Standardized Emergency Management System Advisory Board.~~

~~(e) "Eligible local government" means a local government with responsibilities to respond or assist in response to disasters, consistent with local emergency plans.~~

~~(f) "Lead agency" means the lead agency of an operational area.~~

~~(g) "Local government" means a city, county, city and county, or special district.~~

~~(h) "Operational area" has the same meaning as set forth in Section 8559.~~

~~(i) "Hazard mitigation" means a sustained action taken to reduce or eliminate long-term risk to people and property from natural or human-caused hazards and their effects.~~

~~(j) "Program" means the Long Term Care Mutual Aid Program, established pursuant to Section 8669.87.~~

~~8669.82. (a) The Local Resilience, Emergency Preparedness, and Mutual Aid Fund is hereby created within the State Treasury. Moneys in the Local Resilience, Emergency Preparedness, and Mutual Aid Fund shall be available, upon appropriation by the Legislature, for purposes of distributing funds pursuant to this article to support, staffing, planning, emergency mitigation priorities, and enhancing mutual aid to help local governments meet emergency management, preparedness, readiness, and resilience goals.~~

~~(b) Upon appropriation by the Legislature, the Controller shall transfer five hundred million dollars (\$500,000,000) annually to the fund.~~

~~8669.83. (a) The Office of Emergency Services shall establish the Local Resilience, Emergency Preparedness, and Mutual Aid Committee under the supervision of the Standardized Emergency Management System Advisory Board.~~

~~(b) The committee shall include the following representatives:~~

~~(1) The director or the director's appointee.~~

~~(2)The following representatives that each of the three Office of Emergency Services Mutual Aid Administrative Regions shall select:~~

~~(A)One representative of a city with a population among the 10 largest in the state and one representative of a county with a population among the 10 largest in the state.~~

~~(B)One representative of a city that both has a population not less than 100,000 and is not represented pursuant to subparagraph (A) and one representative of a county that both has a population not less than 100,000 and is not represented pursuant to subparagraph (A).~~

~~(C)One representative of a city with a population less than 100,000 and one representative of a county with a population less than 100,000.~~

~~(D)One representative of a special district.~~

~~(E)One representative from a tribal government.~~

~~(F)For purposes of this paragraph, population shall be based on the most recent estimate of population data determined by the Demographic Research Unit of the Department of Finance.~~

~~(3)The Director of CAL FIRE or the director's designee.~~

~~(4)The Executive Director of the Seismic Safety Commission or that person's designee.~~

~~(5)The Chief Executive Officer of the California Earthquake Authority or that person's designee.~~

~~(c)The committee members selected pursuant to subdivision (b) shall each serve a term of two years.~~

~~8669.84.(a)The committee shall report to the board. The board shall meet every six months to hear committee reports.~~

~~(b)On or before July 1, 2023, the committee shall adopt guidelines identifying eligible uses of the funds consistent with Section 8669.86 for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community and enhances mutual aid.~~

~~8669.85.(a)To receive funds pursuant to this article, an eligible local government shall maintain their local hazard mitigation plan, multiyear training and exercise plan, and threat and hazard identification and risk assessment plan, in accordance with regulations adopted by the Office of Emergency Services. If a local government does not have any of these plans, it may use funds allocated from the fund to develop a plan. The updates to these plans shall form the work plan for the local government. The local government work plans, together, shall become part of an operational area work plan and shall guide the use of all funds allocated from the fund to jurisdictions within an operational area. The work plan shall contain measurable disaster preparedness and hazard mitigation goals and objectives.~~

~~(b)(1)The lead agency for an operational area, as identified by the agreement that establishes the operational area, shall forward annually a copy of the updated work plan and shall submit a biennial report on work plan projects to the Office of Emergency Services.~~

~~(2)Within 160 days following a proclaimed emergency, the Governor and the Legislature may request an operational area to report on how funds allocated pursuant to this article contributed to the area's response.~~

~~8669.86.(a)A local government that receives funds pursuant to this article shall identify in the work plan how the funds are to be used, in the following categories:~~

~~(1) Implementing hazard mitigation projects, including, but not limited to, the following:~~

~~(A)Physical projects that will reduce risk or loss from earthquakes, floods, fires, or other disaster agents.~~

~~(B)Local share requirements for state or federal hazard mitigation grants.~~

~~(2) Developing emergency operations plans, protocols, procedures, field operation guidance, or similar planning and response tools, including establishment and maintenance of emergency supply stockpiles.~~

~~(3)Upgrading or establishing emergency facilities from which the agency can manage personnel and resource response to an emergency or disaster. For purposes of this paragraph, "emergency facilities" includes, but is not~~

~~limited to, emergency operations centers and communications systems used for coordination within a jurisdiction or between jurisdictions:~~

~~(4) Training in emergency management and disaster response, including, but not limited to, ensuring that staff can address emergency preparedness and response needs for those projects that serve the access and functional needs population, as defined in subdivision (b) of Section 8593.3:~~

~~(5) Enhancing mutual aid capabilities:~~

~~(b) At the end of each fiscal year, an eligible local government shall confirm that funds were used for programs in the categories described in subdivision (a), and shall submit appropriate documentation to the lead agency with an annual update to the eligible local government's element of the work plan:~~

~~8669.87.(a) The Office of Emergency Services, upon appropriation by the Legislature pursuant to Section 8669.82, shall establish the Long Term Care Mutual Aid Program, to be administered by the office in coordination with the California Health and Human Services Agency, for both of the following purposes:~~

~~(1) Supporting responses by local governments and long-term care facilities to facility evacuations, surge capacity issues, and other disaster response issues:~~

~~(2) Providing effective mutual aid during disasters:~~

~~(b) The office shall provide noncompetitive grant funding through the program to eligible nonprofit organizations as described by Section 8692 that represent long-term care facilities for the purpose of developing, coordinating, and providing continued readiness pursuant to the program:~~

~~(c) Facilities that participate in the program shall integrate their disaster preparedness, response, and recovery efforts with the six mutual aid regions, the Medical Health Operational Area Coordinator, state agencies, and hospitals:~~

~~(d) The program shall include, at a minimum, all of the following:~~

~~(1) A field verification of long-term care facilities participating in the program.~~

~~(2) A centralized platform for communicating situational awareness between long-term care facilities and local, county, and state emergency responders, which shall include assisting health care providers coordinate evacuations, share resources and assets, and provide mutual assistance, as needed.~~

~~(3) Requirements for participating long-term care facilities related to continued readiness, including orientation and onboarding of facilities, regular education, training, drills, and exercises.~~

**MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
STAFF REPORT**

REPORT DATE: June 16, 2022
MEETING DATE: June 22, 2022

TO: HONORABLE MEMBERS OF THE MARIN COUNTY COUNCIL OF
MAYORS AND COUNCILMEMBERS

FROM: REBECCA VAUGHN, MCCMC Secretary/Treasurer

SUBJECT: Approve Meeting Schedule for 2022-2023



PURPOSE:

The meeting schedule and listing of host cities and towns for the upcoming meeting year is approved annually in June.

BACKGROUND:

Last year, at the June 23, 2021 MCCMC meeting, the membership approved the meeting schedule and listing of host cities for 2021-22, which included the cancellation of the November 2021 meeting due to conflicts with the Thanksgiving holiday. It was noted at that time that the same conflict would occur in the 2022-23 meeting cycle, and the membership was supportive of cancelling the November meetings in both 2021 and 2022. The proposed draft meeting schedule for 2022-23 reflects the direction that was provided at that time, and also recommends cancellation of the November 23, 2022 meeting, as it is again the day before Thanksgiving. Should the membership wish to reschedule the November meeting, it can be moved to November 30, 2022, as there are five Wednesdays in November.

DISCUSSION:

Due to COVID-19, MCCMC was unable to hold its standard in-person dinner/business meetings from March, 2020 through June, 2022. At the April, 2022 annual meeting of the Mayors Select Committee, the consensus of the Mayors was that virtual meetings have led to an increase in attendance and it was preferred that the Executive Committee consider continuation of virtual meetings periodically in combination with in person meetings when in person meetings are able to resume. Suggestions included: allowing cities to pair up to share the cost of hosting; alternate in person meetings with Zoom meetings; consider hybrid in-person/ live-streamed meetings.

The attached proposed meeting calendar runs from July 2022 through December 2023 and does not include proposed host cities at this time. It concentrates in person meetings in the fall and spring when warmer weather will allow host cities to utilize outdoor/open air spaces for meetings. Zoom meetings are proposed for the winter months, January through March. Should the meeting schedule be approved by the membership at the June meeting, staff will reach out to the Mayors group over the summer hiatus and coordinate the host city/cities for each of the proposed in person

Business Item 6.c.

meeting dates. An updated meeting calendar, amended to include host cities for the in person meeting dates, will be brought back to the membership for review and acceptance at the September meeting.

OPTIONS:

1. Approve the MCCMC meeting schedule for 2022-23 as proposed.
2. Approve the MCCMC meeting schedule for 2022-23 with changes.
3. Do not approve the proposed meeting schedule and request further discussion and direction to staff.

Attachment:

1. Proposed MCCMC meeting Schedule and listing of host cities for 2022-23

ATTACHMENT 1

**Proposed MCCMC Meeting Schedule
2022-2023**

PROPOSED
MCCMC Meeting Dates September 2022 through December 2023

Introduced and Approved 6/22/22

July / August 2022 – NO MEETINGS	Summer Break
September 28, 2022	In Person, to be hosted by San Anselmo
October 26, 2022	In Person, to be hosted by Novato
November 23, 2022	RECOMMENDED FOR CANCELLATION
December 2022 – NO MEETING	Holiday Break
January 25, 2023	Virtual, to be held via Zoom
February 22, 2023	Virtual, to be held via Zoom
March 22, 2023	Virtual, to be held via Zoom
April 26, 2023	In Person, to be hosted by TBD
May 24, 2023	In Person, to be hosted by TBD
June 28, 2023	In Person, to be hosted by TBD
July / August 2023 – NO MEETINGS	Summer Break
September 27, 2023	In Person, to be hosted by TBD
October 25, 2023	In Person, to be hosted by TBD
November 23, 2023 <i>(cancel or move to 5th Wednesday, 11/29/23)</i>	OPTION TO CANCEL OR RESCHEDULE – To be considered by membership at 6/22/22 meeting
December 2023 – NO MEETING	Holiday Break

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

Wednesday, September 28, 2022

Start time: 6:00pm - possible in-person meeting, to be hosted by the Town of San Anselmo

- 1. Call to Order**
- 2. Public Comment** (Limit 3 minutes per person)
- 3. Welcome and Introduction of Guests**
- 4. Presentation:** To be determined
- 5. Tentative Committee Reports**
 - 5.a. Metropolitan Transportation Commission – Supervisor Connolly
 - 5.b. Association of Bay Area Governments
 - 5.c. BCDC / Report from North Bay representative on the San Francisco Bay Conservation and Development Commission
 - 5.d. Homeless Committee
 - 5.e. Marin County Disaster Council Citizen Corps
 - 5.f. Marin Transit
 - 5.g. Sonoma/Marin Area Rail Transit Commission
 - 5.h. Golden Gate Bridge & Highway Transportation District
 - 5.i. Transportation Authority of Marin
 - 5.j. MCCMC Legislative Committee
 - 5.k. Local Agency Formation Commission
 - 5.l. Climate Action Committee
 - 5.m. MCCMC Economic Recovery Committee
 - 5.n. MCCMC Water Policy Ad Hoc Committee

6. Business Meeting

- 6.a. Consideration and Possible Adoption of MCCMC Operating Budget for FY 2022-2023
- 6.b. Review of Draft Agenda for the October 26, 2022 MCCMC Meeting
- 6.c. Consideration and Possible Action to Approve the Draft Minutes of the June 22, 2022 MCCMC Meeting Held Via Zoom Webinar

8:30 PM ADJOURN: to the October 26, 2022 meeting

Deadline for Agenda Items – October 19, 2022 Please send to:
MCCMCSecretary@gmail.com

1 these matters work. And with all the turnover of council members, he wanted everyone to be
2 aware that it exists.

3 **Note from staff:** the Ad Hoc Committee's white paper, Marin County Local Government
4 Reform of Pensions and Other Post-Employment Benefits – Revisiting the Problem and
5 Scope of Local Solutions, can be viewed here:

6 [http://www.mccmc.org/wp-content/uploads/Pension-OPEB-Committee-Report-Final-9-13-
7 19.pdf](http://www.mccmc.org/wp-content/uploads/Pension-OPEB-Committee-Report-Final-9-13-19.pdf)

- 8
9 2. Kate Colin, San Rafael - Spoke on behalf of DA Lori Frugoli and the Gun Safety Collaborative
10 regarding the gun buyback event. She named and thanked the cities that are participating:
11 San Rafael, Novato, Fairfax, San Anselmo, Belvedere, Tiburon, Larkspur and Corte Madera.
12 In addition to those towns, they have stakeholders, healthcare providers, education groups,
13 MCF. Gun buybacks are funded through stakeholders coming together and saying, we need
14 to do whatever we can to get unwanted guns out of our community. The gun buyback is on
15 Saturday, June 4th, 9:00 to 1:00 PM at the Marin Sheriff's parking lot.

16
17 She also stated that, because of the horrific mass shootings that have happened over the last
18 week, there will also be a wear orange event on Friday, June 3rd, and a bridge walk on June
19 4th and invited everyone to participate.

- 20
21 3. Urban Carmel, Mill Valley – Dick Spotswood, as well as the editorial board of the Marin
22 Independent Journal, have written a number of articles in the last month about the regional
23 housing needs assessments specifically the state legislature had their auditor, the state
24 auditor, look at the process that HCD went through in coming up with the regional housing
25 needs assessment and found at the end of the day that the process was highly faulted, and
26 has recommended a number of amendments to that process. This obviously is a very critical
27 element to all of our cities. Countywide, we're looking at a 600% increase in the number of
28 new homes that need to be permitted over the next coming planning cycle. And in order for
29 that to be a robust process, and in order for that to be a process, which we can all rely upon,
30 that the public has got trust in, the underlying analytics need to be robust as well. And as Mr.
31 Spotswood, as well as the editorial board of the Marin IJ had pointed out, that process was not
32 robust at all. Councilmember Carmel stated that he has drafted a letter, which he will bring to
33 bring to his Council, talking about what the state should be doing next. And that letter would
34 go to Senator McGuire. He hopes that might be something that others here would find
35 interesting. A letter of support that comes from all of us would have a lot more impact than if it
36 just comes from select cities.

37
38 He stated that this is important because getting a housing element approved has proven to be
39 very difficult. If you look at the experience in Southern California, many of these housing
40 elements have not been approved. They are very difficult to get through HCD. Secondly, if you
41 fast forward four years down the road, the state attorney will be able to, if you are not tracking
42 towards your arena number, be able to come in and allow ministerial approval of a developer's
43 proposed project in your city, which would have, for example, a 50% density bonus if it's got a
44 certain number of affordable units in it. So you might end up with a development which is
45 significantly greater than what you had anticipated. And at that point, you want to be able to
46 say that you have questioned this process that you've made sure the process is robust and it's
47 analytically accurate before you get a project like that approved in your city ministerially. So
48 this is a topic perhaps for a future discussion of a meeting, but he wanted to inform the group
49 of that. He encouraged everyone to read the editorials that have been written in the Marin IJ.

- 50
51 4. Stephanie Hellman, Fairfax – She stated that a staff member of Fire Safe Marin asked her to
52 remind the group that the Ember Stomp event is happening this weekend on Saturday at the

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1 Civic Center. There are 50 participating organizations from fire agencies, emergency services,
2 community based organizations, et cetera. And if you haven't done so already, please get it
3 out in your town communications.
4

5 5. Pat Eklund, Novato – She stated that she agrees with Councilmember Carmel and hopes
6 everybody takes the time to look at her ABAG report. It shows that of the housing elements
7 that were submitted in 2019 and 2020 to HCD, they've only approved 27% of them. And
8 ABAG has analyzed the comments that HCD has sent to all the cities in SCAG and all the
9 other COGS that they're dealing with right now. She attach to her report ABAG's
10 recommendations on how to deal with the most common comments that HCD has made to all
11 the cities. She explained that she was one of the folks that helped get Steve Glaser to get the
12 auditor to do the evaluation. They have been trying statewide to get more attention to it. So it
13 would certainly help all of the efforts that they have been doing statewide to try to get people
14 to take this audit seriously. But it definitely shows that there are flaws. She would like to see
15 what Councilmember Carmel is putting together and will probably have some additional
16 suggestions that they are working with statewide.
17

18
19 6. Rebekah Collins – She provided the following statement, “My name is Rebekah Collins and
20 I'm from Fairfax since 1989. My background is in horticulture. I've run a landscape business
21 and a nature based nursery school and co-founded sustainable Fairfax to help create Marine
22 clean energy. Since we moved close to camp Tamarancho Boy Scout Camp in 1996, there
23 have been two major landslides within a few minutes walk from our house. And the shared
24 road across from our house came with a landslide repair wall that holds the road up using 15
25 piers, all 30 feet deep. This third landslide site is a stone's throw from where PG&E with their
26 enhanced vegetation management cut down three of our mature trees in March. Before I
27 understood that I could refuse that. These trees were part of what Marin Wildfire Agency calls
28 a shaded fuel break, buffering three surrounding homes. Three more of our trees were cut
29 down that day without my knowledge or permission on Olema Road, atop a steep slope, the
30 crew climbed straight up that rather than going around. And this is already eroded with the
31 spring rains. Right across Olema Road from my property is a state funded creek restoration
32 project on the Fairfax Creek. A minute beyond my property line to the West are where the
33 enormous redwoods and bays are still laid flat from the last landslide, which played a part in
34 flooding Fairfax Creek. It is right next to all of these vulnerable places that PG&E has listed 75
35 more of my trees to be cut down. A minute east on Olema, the hillside is even steeper and my
36 next door neighbor's house sits on top of it with 20 trees below helping to hold her house in
37 place. But these are the ones that PG&E wants to cut down as well. Even after she spent 10K
38 on her own management. This area is very fragile. A few minutes hike up my hill is where Iron
39 Springs Road washed down onto a house in the valley below. Thankfully, no one was injured,
40 but it cost hundreds of thousands of dollars and years of lawsuits. Not a single PG&E
41 representative PR person, tree inspector or tree crew manager asked a single question or
42 showed any concern about conditions on the ground here before launching into cutting down
43 a hundred trees on their list. It is also perplexing to me that to my knowledge, not a single
44 state or county representative has shown enough concern to make any site visits. Even with
45 people like me, flooding their offices with calls. I hope that I am mistaken. The burden of
46 PG&E corruption is a very heavy, constant and toxic burden to our communities. Why is our
47 high fire hazard zone communities still full of PG&E's bare wires? PG&E just failed the state
48 audit on bringing their equipment to wildfire prevention standards that was in May, 2022
49 During the PG&E enhanced vegetation management blitz through our county, the only thing
50 protecting Marin's fragile environments has been our property owners' stewardship
51 intervention by refusing to have their trees cut down. It is this right to refuse that California
52 Senate bill SB 396 would take away from us.”

1
2 7. Elias Karkabi – She provided the following statement, “Hi. I'm also calling in agreement with
3 the last caller and my concern is SB 396. So this bill, SB 396, severely neglects the effects on
4 community members like me who are looking for housing, something you guys were just
5 talking about and we need that housing to be safe, healthy and beautiful. Right? So when
6 PG&E is allowed to come in and cut down trees without the consumers having the right to
7 refuse. And when PG&E is not mandated to ensure that things like slope, stability, which I
8 hope you can appreciate, makes it possible to build more houses. Having safe slopes that
9 aren't going to have landslides, that allows you to build more property. The trees that they're
10 cutting down capture on average, 50% of the particulate matter that affects people with
11 asthma and emphysema. That's produced by traffic in the community. You can look that up,
12 that's well documented that trees, are a very important part of capturing particulate matter.
13 And you can think about that in terms of fires that we're going to be experiencing in the near
14 future. And third, how is this going to affect people's property value? Are they going to be
15 compensated for that? I think that's something that people on this call should really care
16 about. A lot of property owners, a lot of your constituents, people like me. If a tree gets cut
17 down on a ridge top and we don't have the right to refuse it and it's arbitrarily cut down, which
18 is the problem with SB 396, it's that PG&E can more or less arbitrarily cut down a tree just
19 because it's within what they call a strike zone. Even though they have not clearly defined
20 what a strike zone is for power line. So this is a major problem. I'm very concerned about it.
21 I'm concerned that it affects our ability for Marin county to have housing. It affects the property
22 value of the houses that we're going to have here in Marin county, and it affects our health.”
23

24 8. Kevin Collins – He provided the following statement, “Good evening. My name is Kevin
25 Collins. I moved from the Santa Cruz Mountains to San Rafael about eight months ago. And
26 recently I've been receiving phone calls from people who are being harassed by Pacific Gas
27 and Electric, and I'm able to help them because I've been working on this issue since before
28 2018. And then in 2018, I filed an adjudicatory complaint with the Public Utilities Commission.
29 And I learned a lot about what's going on by doing that because the commission's regulations
30 for overhead circuits are so obsolete that they're essentially irrelevant to how utilities build and
31 manage power lines. They allow the use of conductors so small, they're the size that one
32 would wire a kitchen range with today. I'm not exaggerating. This is a simple fact. And the bill
33 that you've heard, the previous callers mention attempts to remove the landowner's right to
34 object. In fact, it gives the right of appeal and the right of refusal to Pacific Gas and Electric
35 directly. In other words, you can't appeal to a public agency for the protection of your own
36 property. PG&E can wade in and just start falling trees. Now you have to know as much as I
37 do to stop them because the law is complex and I never allowed them to do that. But that's
38 because I know how to handle that company. I think it's going to be cities and counties that
39 solve this problem. For one thing, forests don't ignite spontaneously. They're set a light by
40 obsolete utility equipment. PG&E's equipment is often so old that it's as old as I am. It's like
41 hasn't been updated in 70 years. They have circuits that are so dangerous that they wouldn't
42 even begin to use... No company would build a circuit to those standards. Now, Southern
43 California Edison has begun to rebuild with insulated cable. They're in the process of putting
44 up 4,000 circuit miles of insulated power line. PG&E is just knocking trees down and trying to
45 snow job everybody with its notion that they're going to underground Northern California,
46 which is complete nonsense. I submitted a letter today. It has a website. It has extensive
47 information on this issue. All my contact information is there and I'm hoping that cities and
48 counties in this jurisdiction will stand up and assist their landowners in handling this
49 outrageous assault upon homeowners. Thank you.”

50 Staff note: The letter Mr. Collins sent via email can be viewed here: [http://www.mccmc.org/wp-](http://www.mccmc.org/wp-content/uploads/Marin-County-Council-of-Mayors_KC_5_25_22.pdf)
51 [content/uploads/Marin-County-Council-of-Mayors_KC_5_25_22.pdf](http://www.mccmc.org/wp-content/uploads/Marin-County-Council-of-Mayors_KC_5_25_22.pdf)
52

1 9. Janet Gennai-Rizzi – Clerk Vaughn read an emailed comment provided by Janet Gennai-
2 Rizzo, “Good evening. Thank you for allowing me this time to speak. My name is Janet
3 Gennai-Rizzi. I am the local Group Lead for Mom's Demand Action for Guns Sense in
4 America. I have just a few things to say. First of all, I would like to thank Supervisor Katie Rice
5 and DA Lori Frugoli. I don't believe they're on this call, but they deserve thanks. And Mayor
6 Kate Colin of San Rafael and Mayor Stephanie Hellman of Fairfax for issuing proclamations
7 that declare Friday, June 2nd, Gun Violence Awareness Day. June 2nd is the first day of Wear
8 Orange Weekend, during which we honor the victims and survivors of gun violence. There are
9 commemorations being held throughout the country. I'm hoping that those of you who have
10 not issued a proclamation would consider doing so now, especially now is the moment we all
11 need to pull together and stand for gun sense legislation. For Wear Orange Weekend, Mom's
12 Demand Action is hosting a walk across the Golden Gate Bridge at 11:30 AM, June 4th.”
13

14
15 Hearing no additional public comment, Vice President Colbert introduced the first presentation.
16

17 **4. Presentations:**

18 4.a. Miriam Karrel, Marin County Small Business Development Center (SBDC) 19

20 Ms. Karrell provided an update regarding the Marin Microbusiness \$2500 grant program. She
21 discussed the program, eligibility requirements and the application process and asked
22 attendees to help spread the word about the program and encourage eligible businesses in
23 their communities to apply.
24

25 The program just launched on Monday of this week, and it is a \$2,500 micro business grant
26 program on behalf of the county. This is state funding coming through the Cal/OSHA office
27 that is a COVID relief grant program. The purpose of this program is different than a lot of
28 other funding, because it's trying to target the micro, micro businesses that may not have
29 gotten funded or may not have been aware of some funding or may not have been able to
30 access the funding. Regarding grant eligibility, the business must be located in Marin, been
31 in business since 2019, and they have to have made less than \$50,000 gross, before taking
32 out expenses. It has to be the primary source of income impacted by COVID, have less than
33 five full time employees, and have not received a California grant through industry.
34 Businesses that might be undocumented or unregistered and don't have really a bank
35 account, are still eligible to apply, guidelines and informational flyers are available on their
36 website.
37

38 She stated that they are giving out 105 grants right now of \$2,500 each and it's not first come
39 for se serve. This round will be open until June 30th. People have the next month to apply
40 and learn about this program.

41 Information about the program is available here: <https://www.marinsbdc.org/microbizgrants/>
42

43
44 Following Q&A, Vice President Colbert introduced the second presentation, the updates from
45 MCCMC Ad Hoc Committees.
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47 Status updates and next steps, were provided from the Chairs/Co-Chairs of the following
48 Committees:

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1. Homeless Policymakers Committee - Co-Chairs Renee Goddard and Rachel Kertz
Co-Chair /San Rafael Vice Mayor Rachel Kertz provided an update and status report on the
Homeless Policymakers Ad Hoc Committee. Her presentation slides can be viewed here:
<http://www.mccmc.org/wp-content/uploads/MCCMC-Homeless-Policymakers-Committee-Report.pdf>

2. Climate Action Ad Hoc Committee - Co-Chairs Melissa Blaustein and Maika Llorens
Gulati
Co-Chair /Sausalito Vice Mayor Melissa Blaustein provided an update and status report on the
Climate Action Committee. Her presentation slides can be viewed here:
<http://www.mccmc.org/wp-content/uploads/MCCMC-Climate-Action-Committee-Update.pdf>

3. Economic Recovery Ad Hoc Committee - Co-Chairs Brian Colbert and Kate Colin
Co Chair /San Rafael Mayor Kate Colin provided an update and status report on the Economic
Recovery Committee. Her presentation slides can be viewed here:
<http://www.mccmc.org/wp-content/uploads/MCCMC-Economic-Recovery-Ad-Hoc-Committee.pdf>.

4. Water Policy Ad Hoc Committee - Co-Chairs Eli Beckman, Maribeth Bushey, and
Stephanie Hellman
Co Chair /Corte Madera Councilmember Eli Beckman provided an update and status report
on the Economic Recovery Committee. His presentation slides can be viewed here:
http://www.mccmc.org/wp-content/uploads/MCCMC-Water-Policy-Comm-Update-5_25.pdf

Following the presentation and Q&A, Vice President Colbert announced that written committee
reports were included in the agenda packet, and then continued with the remainder of the
meeting.

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

- 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. ~~BCDC Report from North Bay representative on the San Francisco Bay Conservation and
Development Commission (BCDC) No Report~~
- 5.d. Golden Gate Bridge, Highway & Transportation District

1 5d. Written report from Holli Thier, Tiburon

2
3 5.e. MCCMC Legislative Committee
4 5.e. Written reports from Chair Alice Fredericks, Tiburon

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6 5.f. Sonoma-Marín Area Rail Transit District (SMART)
7 5.f. Written report provided by Dan Hillmer, Larkspur

8
9 5.g. Transportation Authority of Marin
10 5.g. Written report provided by Alice Fredericks, Tiburon

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14 **6. BUSINESS MEETING**

15 6.a. Nominations for Executive Committee – MCCMC President and Vice President for
16 2022-23 Term:

17 1: Nominations for MCCMC President for 2022-23

18 2: Nominations for MCCMC Vice President for 2022-23

19
20 There was a motion and second (Colin / Carmel) to nominate Brian Colbert, San Anselmo,
21 for MCCMC President for the 2022-23 Term

22
23 There was a motion and second (Colbert / Cutrano) to nominate Melissa Blaustein,
24 Sausalito, for MCCMC Vice President for the 2022-23 Term

25
26 Councilmember Colbert and Vice Mayor Blaustein accepted the nominations. The vote on
27 MCCMC President and Vice President will take place at the June 22, 2022 MCCMC meeting.

28
29
30 6.b. Review of Draft Agenda for the June 22, 2022 MCCMC Meeting
31 Attachment 6b: Draft agenda for June 22, 2022 meeting

32
33 There were no comments on the draft agenda. There was a discussion regarding interest in
34 holding an in-person meeting for the June 22, 2022 meeting. An informal poll was taken of
35 the members present at the meeting and it was determined that there was not a majority
36 interest in holding the June meeting as an in-person meeting.

37
38 6.c. Informational Item: Draft Minutes of the April 27, 2022 City Selection Committee
39 Meeting (For review only, minutes will be approved at the next City Selection
40 Committee meeting, date to be determined)
41 Attachment 6c: Draft minutes, April 27, 2022 City Selection Committee meeting

42
43 6.d. Consideration and Possible Action to Approve the Draft Minutes of the April 27,
44 2022 MCCMC Meeting Held Via Zoom Webinar
45 Attachment 6c: Draft minutes, April 27, 2022 meeting

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2 There was a motion and second (Beckman / Kellman) to approve the minutes of the May 25, 2022.
3 The motion was approved by roll call vote of the cities/towns present, 11-0.

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5
6 **Adjournment**

7
8 The meeting was adjourned at 7:29pm to the next regular meeting scheduled for June 22, 2022 at
9 6:00pm to be held via Zoom videoconference.

Melissa Blaustein
203 Richardson #4
Sausalito CA 94965
mblaustein@sausalito.gov

May 24, 2022

Marin County Council of Mayors and Councilmembers
300 Tamalpais Drive
Corte Madera, CA 94925

Dear Mayors and Councilmembers,

I would like to formally submit my name for consideration as MCCMC Vice-President for Fiscal Year 20222/20203. As a lifelong Marin County native and newly elected council member, and now Vice Mayor of Sausalito, I have very much enjoyed participating in the MCCMC meetings and joining our incredible group of elected officials in Marin County to come together to work on critical issues impacting our community. Born and raised in Marin, it is an honor and privilege to be among such a distinguished group serving our county as we tackle critical issues like mitigating climate change, planning for disaster preparedness, and recovering with resiliency from COVID19. I currently serve as co-chair of the MCCMC Climate Committee and I would be honored to serve as Vice-President next year.

Please reach out to me directly if you have any questions or simply just to catch up. Thank you for your consideration.

Warmly,

Melissa Blaustein

Vice Mayor, Sausalito

May 2022

Marin County Council of Mayors and Councilmembers
300 Tamalpais Drive
Corte Madera, CA 94925

Marin Councilmembers and Mayors,

I have been honored to serve this past year as your MCCMC Vice-President. President Sashi Sabaratnam has done an exemplary job leading Zoom meetings and has continued to build upon the great foundation laid by Eric Lucan and the previous presidents for our meetings, ensuring they are productive and efficient, while still finding ways for us to connect and collaborate as council members. If this trendsetting body so chooses, I would love to follow in Sashi's footsteps as President for next year and help lead us to even greater heights of collaboration, effectiveness, and unbridled FUN! I work hard to cultivate and nurture excellent relations with all of our cities and towns, always conscious of how we are all interconnected.

For those who haven't gotten to know me yet, here is a little bit about me: I am the First Former Mayor of the Hamlet of San Anselmo. I was elected to the San Anselmo Town Council in 2017 and reelected in 2020. Before serving on Town Council, I was Chair of the San Anselmo Economic Development Committee. I am credited with leading a successful project that is creating a new community commons/park inspired by a county flood mitigation project. We are creating new economic vitality downtown and new energy in the community.

I co-chair the MCCMC economic recovery committee with Mayor Kate of San Rafael. I also serve as one of MCCMC's two Directors of Marin Transit. I'm currently the vice-chair of the Transportation Authority of Marin. Many of you have met my 11-year daughter, Leila, and my wife Nihal. I enjoy dancing, power yoga, cooking, travel, and contemplative walks on moonlit nights. I look forward to getting to know the newer electeds in our group.

I would love to serve as your MCCMC President for this next year and ask for your vote. Please feel free to contact me.

Excelsior,

Brian Colbert

Hamlet of San Anselmo

tel. (415) 938-6852

bcolbert@townofsananselmo.org