

MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
AGENDA

WEDNESDAY, MARCH 27, 2024
6:00pm

VIA VIDEOCONFERENCE ONLY

HOW TO PARTICIPATE IN THE MCCMC MEETING VIA ZOOM WEBINAR:

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<https://us02web.zoom.us/j/88149991312?pwd=M2RsK1JmK1JnUFFyNU1IZCtRVWNQdz09>
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To provide written public comment prior to or during the meeting, please send mail 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 Melissa Blaustein
- 2. Public Comment** (Limit 3 minutes per person)
- 3. Welcome and Introduction of Guests:** President Melissa Blaustein
- 4. Presentations:**
 - 4.a. Sebastian Conn, Senior Community Development Manager, MCE, will provide an overview of MCE, programs and services provided and updates on current and upcoming projects.
- 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. Report from Supervisor Stephanie Moulton Peters
 - 5.b. Association of Bay Area Governments
 - 5b. Written report provided by Pat Eklund, Novato
 - 5.c. Disaster and Citizen Corps Council (DC3) *
 - 5c. Written report provided by Catherine Way, Larkspur
 - 5.d. Golden Gate Bridge, Highway and Transportation District *
 - 5d. Written report provided by Holli Thier, Tiburon
 - 5.e. MCCMC Homeless Committee *
 - 5e. Written report provided by Rachel Kertz, San Rafael
 - 5.f. MCCMC Legislative Committee

- 5f. Written report provided by Alice Fredericks, Tiburon
- 5.g. Sonoma-Marín Area Rail Transit (SMART) *
- 5g. Written report provided by Gabe Paulson, Larkspur
- 5.h. Transportation Authority of Marin
- 5h. Written report provided by Alice Fredericks, Tiburon

* = Indicates report not available at time of agenda publication.

The packet will be updated online and redistributed once these items are available.

6. Business Meeting

- 6.a. Consideration And Possible Appointment To Fill Vacant Elected Official Seat On MarinCAN Board

The County of Marin has provided notice that the MarinCAN Board (formerly Drawdown Marin) currently has one vacancy for a city or town elected official to be chosen by MCCMC due to the resignation of former Larkspur Councilmember Kevin Haroff.

A call for letters of interest was made at the February 28, 2024 MCCMC meeting and a vote by the MCCMC membership to fill the vacant seat will be held at the March 27, 2024 MCCMC meeting.

One letter of interest was received from Melissa Blaustein, Sausalito.

Attachment 6a1: Letter of Interest received from Melissa Blaustein, Sausalito

Attachment 6a2: Notice of Vacant Elected Official Seat on MarinCAN Board

- 6.b. Review of Draft Agenda for the April 24, 2024 MCCMC Meeting Via Zoom with guest speakers: (1) Legislative update from Senator Mike McGuire, President pro tempore; and (2) Update on Marin Transit provided by Nancy Whelan, General Manager

Attachment 6b: Draft agenda for April 24, 2024 meeting

- 6.c. Consideration and Possible Action to Approve the Draft Minutes of the February 28, 2024 MCCMC Meeting

Attachment 6c: Draft minutes for February 28, 2024 meeting

7. ADJOURN: to the April 24, 2024 meeting, via Zoom

Deadline for Agenda Items – April 19, 2024 Please send to: MCCMCSecretary@gmail.com

ABAG Report to MCCMC¹

March 2024

EXECUTIVE SUMMARY: This report includes a synopsis of the status of Priority Conservation Areas and upcoming grant program, the upcoming Regional Bond Measure for Housing and the Final Business Plan, a synopsis of the Regional Housing Needs allocation for the past several cycles along with a summary of housing costs in the Bay Area and welcome back to the Town of Corte Madera who recently rejoined ABAG!

PRIORITY CONSERVATION AREAS (PCAs): PCAs are a set of geographies aimed to support broad conservation efforts. The PCA planning framework was originally developed in 2007 and received a minor update in 2014. During that time, 185 PCAs were nominated through a voluntary, locally-driven process by cities, counties, and park/open space districts, and then designated by ABAG. As the growth framework and Priority Development Areas (PDAs) went through a significant update during Plan Bay Area 2050, many partners and stakeholders articulated a need to revamp the PCA planning framework as part of the Plan Bay Area 2050 Implementation Plan.

Recently, there has been an effort to ‘refresh’ the PCA program. After analyzing existing PCAs and asking stakeholders for their input on the strengths and weaknesses of the existing Framework several challenges emerged. Analysis of the existing PCA mapping exposed four challenges: 1) PCAs have poorly defined geographic boundaries. 2) PCA types are inconsistently applied in the region. 3) The existing PCA definition is inconsistent with how PCAs are used and funded. 4) Climate adaptation and equity are not directly incorporated into PCAs. 5) Existing PCAs have incomplete coverage across the region. 6) Existing PCA funding is too restricted and insufficient to meet the needs.

The proposed reforms aim to address these challenges and add structure to the PCA Framework to enable their use in a greater array of efforts, while still allowing local flexibility to raise local conservation priorities into the regional conservation fabric. The six key reforms are below, which are further delineated in the draft Final Report:

1. Refine the PCA definition to be clearer and reflect how they are used in practice. The revised definition broadens PCAs from a protection-only framework to one that allows enhancement activities as well. This change removes any perceived conflict between PCAs within an existing community or Priority Development Area. It also ensures farm-to-market access, habitat restoration, or trail improvement enhancement projects continue to be covered by the PCA definition.
2. Add climate adaptation as a new PCA type and incorporate equity into each PCA type. Climate adaptation and equity were key policy priorities raised from the beginning of the process. They are directly incorporated into the framework to complement biodiversity which has existed since the first PCA Framework.
3. Ensure PCAs have accurate and verified geographic boundaries. One of the greatest challenges with existing PCAs is their poorly defined and overlapping boundaries. Having accurate and adjoining boundaries will enable their greater use in regional analysis and planning going forward.
4. Ensure consistency with minimum data standards for PCA types. Likely the most significant change is the inclusion of minimum data standards within each PCA type. These minimum data standards are not intended to reduce the coverage of PCAs regionwide, but instead are included to ensure PCAs hold together when used regionally. The minimum data standards aim to strike a balance between adding

¹ Marin County Council of Mayors and Councilmembers (MCCMC)

5. sufficient structure to make the PCAs more useable for planning, technical assistance and funding, while also allowing for local flexibility to raise key local conservation priorities. Over 30 datasets relevant to PCA type objectives are used to set minimum data standards. Examples of the datasets used are the Conservation Land Network Essential Lands, Farmland Mapping and Monitoring Program, Regional Trail Network, National Land Cover Tree Canopy, and Fire Hazard Severity Zones.
6. Incorporate regionally-identified PCAs to complement local nominations. Similar to approaches taken in Plan Bay Area 2050 to broaden the Priority Development Area program to a set of growth geographies that include regionally-identified areas, regionally-identified PCAs will help ensure that regionally-significant and regionally-connective conservation opportunities are incorporated into the Framework. Regionally-identified PCAs are designed to complement locally-nominated PCAs with both sharing the same use and importance.
7. Elevate PCAs for new funding with refreshed Framework. While there is not a specific funding reform within the Framework, we anticipate the structured and consistent approach that leverages more defensible data will potentially improve competitiveness for federal, state, and other regional funds.

After incorporating feedback and finalizing the Report, staff will present and seek approval to implement the proposed reforms at the ABAG Executive Board in May 2024. If approved, MTC/ABAG staff will begin work with partners to implement Phase I and develop a process to evaluate and amend existing PCAs. In parallel to implementing the PCA Refresh reforms, ABAG/MTC anticipates announcing a call for OBAG3 PCA grant projects in March. This round of grants is not directly tied to the process to implement the PCA Refresh and will use the existing PCAs. Comments on the full report are due by the end of March and can be found at: [PCA Refresh Interim Memo.pdf](#)

REGIONAL BOND MEASURE FOR HOUSING: This housing bond measure has been under discussion at ABAG and BAHFA for the past year. Recently, the Bay Area labor groups have requested the Regional Expenditure Plan which is the basis for the bond measure include labor standards.

Some labor stakeholders have requested that BAHFA impose labor standards on 100% of bond funds, **including the 80% that will be administered directly by counties and direct-allocation**

cities. However, the Act does not grant BAHFA legal authority to impose any labor standards on direct recipients. Labor stakeholders with whom staff have been meeting over the past month have not disputed this. State law could be amended to authorize BAHFA to impose labor standards on direct recipients. From a timing standpoint, it's important to note that such a change could be made after the Boards have taken their actions to approve

Table 1: Landscape of Potential Labor Standards

Standard	Brief Description
Baseline (CA Labor Code)	Prevailing wage with exceptions
AB 2011 (Wicks, 2022)	<ul style="list-style-type: none"> 1. Enforceable prevailing wage requirement (no exceptions) 2. For 50+ units, requires health care payments 3. For 50+ units, requires approved apprenticeship participation
SB 423 (Wiener, 2023)	<ul style="list-style-type: none"> • AB 2011 plus "skilled and trained" for projects over 85 feet • 100% affordable projects are exempt
"Skilled and Trained"	<ul style="list-style-type: none"> • Generally requires workers in apprenticeable occupations to be either skilled journeypersons or apprentices registered in an apprenticeship program approved by the chief of the Division of Apprenticeship Standards
Project Labor Agreements (PLAs)	<ul style="list-style-type: none"> • Could take many forms; likely scenario is BAHFA requires borrowers to sign PLAs with Building Trades Councils where project is located. • Set labor terms, e.g., wages, health care & pensions, contractor eligibility, dispute resolution, and worksite conditions.

placing a bond measure on the ballot, or even after voter approval of a bond. Some labor stakeholders have expressed an interest in pursuing legislation this year to allow BAHFA to impose labor standards. Below are some of the issues we have been discussing. A decision will need to be made in April/May in order to get this bond measure on the ballot for November 2024.

Staff is not aware of any State bill in print related to BAHFA labor standards. Notably, even if state law were amended, federal law would prohibit BAHFA from requiring direct recipients to impose project labor agreements (PLAs) through regulation. Amendments to the Act would not override this prohibition given it is in federal law. Staff will be providing us with an update on any legislative efforts to modify the Act as it relates to allowing BAHFA to adopt labor standards applicable to the 80%.

Addressing California's housing shortage, housing unaffordability and homelessness has been a top state and local legislative priority since at least 2016. This policymaking has included determination of appropriate labor standards to attach to housing legislation. Table 1 summarizes the relevant approaches that have been at the center of legislative debates. It is provided here not with the intent of making recommendations, but for the purpose of establishing a common vocabulary and understanding of the key terms in the negotiations. Staff will continue to work with organized labor and affordable housing partners on proposed labor standards and will return to the Joint Housing Committees in April with recommended standards for inclusion in BAHFA's Regional Expenditure Plan.

APPROVAL OF BAY AREA HOUSING FINANCE AUTHORITY (BAHFA) BUSINESS PLAN: ABAG and BAHFA adopted the Final BAHFA Business Plan which will be the basis for the proposed 2024 ballot measure. This business plan outlines the equity framework, funding programs (provided the \$10B or \$20B bond measure passes in November 2024) and operations and organization sustainability plan. The entire business plan can be downloaded by clicking: [BAHFA Business Plan 2024.pdf \(ca.gov\)](#).

The bond would be funded through property taxes. The amount an individual household may expect to pay will vary depending on the assessed value of their property. BAHFA \$10 to \$20 billion bond would require an estimated tax of \$12 to \$24 per \$100,000 in assessed value — or about \$120 to \$240 per year for a \$1,000,000 home. For more information about this measure, please refer to the ABAG report dated January 2024.

ABAG and BAHFA have been discussing whether the bond would be \$10B or \$20B. Also, there has been recent discussion about the number of bond measures that might be on the November 2024 ballot. ABAG and BAHFA will be making a decision in June on whether to go forward with this Housing Bond in 2024.

REGIONAL HOUSING NEEDS ALLOCATION: As reported by BAHFA, the significant lack of homes affordable to all Bay Area residents fuels a web of social challenges:

- Approximately 37,000 residents are unhoused.
- The region has the highest unsheltered rate of unhoused people in the U.S. (over 70%)
- 1.4 million renters pay more than half their income on rent, with one-quarter paying more than 50% of their income on rent (“severely rent-burdened”)
- High rents and home prices cause many residents to live far from work, making congestion and pollution much worse, and putting a major strain on working families.
- Too many Bay Area residents live in overcrowded and unsafe housing.
- Vital employees and community members are leaving the area.

Recently compiled data for the 5th Cycle of the Regional Housing Needs Allocation (RHNA) process (2015-2023) quantifies the progress the region has been making towards achieving our affordable housing targets. The 2015-2023 dataset contains highly detailed reporting from local governments via their Annual Progress Reports (“APRs”), enhanced by verification efforts by staff, on the number of new homes (units) permitted by income category. The complete dataset from the eight-year RHNA cycle underscores that while market-rate housing is being developed at rates double the state’s targets the number of homes under development that are affordable to lower- and moderate-income residents is well below the targets, as summarized below. The reasons for this are complex, but the high cost of housing and the lack of sufficient subsidy for the construction of affordable housing are major factors. Providing a robust source of funding to accelerate the construction (and preservation) of new affordable units is a fundamental aim of the Bay Area affordable housing bond.

Bay Area RHNA Cycle 5 (2015-2023) Performance

Income Targets	2015-2023 RHNA Cycle 5	2015-2023 Units Permitted	% RHNA Permitted
Very Low-Income <i>(0-50% of AMI)</i>	46,680	18,751	40%
Low-Income <i>(50-80% of AMI)</i>	28,940	16,025	55%
Moderate-Income <i>(80-120% of AMI)</i>	33,420	20,071	60%
Above Moderate-Income <i>(above 120% of AMI)</i>	78,950	163,018	203%
Total:	187,990	217,865	116%

The Bay Area’s state-mandated housing targets for the 6th RHNA Cycle (2023-2031) more than doubled the region’s housing goals relative to the 5th RHNA Cycle, presenting an unprecedented challenge. Even if the region maintained the historical trend of over-producing market rate (“above moderate-income”) homes, it would still fall short of permitting the total new units required in the 6th Cycle. Bay Area residents’ needs for lower- and moderate-income housing, as compared to 5th Cycle targets and regional performance, are particularly stark, as summarized below:

Bay Area RNHA Cycle 6 (2023-2031) Targets Compared to Cycle 5

Income Targets	2015-2023 RHNA Cycle 5	2015-2023 Units Permitted	2023 – 2031 RHNA Cycle 6
Very Low-Income	46,680	18,751	114,442
Low-Income	28,940	16,025	65,892
Moderate-Income	33,420	20,071	72,712
Above Moderate-Income	78,950	163,018	188,130
Total:	187,990	217,865	441,176

As everyone knows, the need for affordable housing is increasing, but so too is the cost of constructing it. Many affordable housing projects in the Bay Area now cost roughly \$1 million per unit. For the regional housing bond to have the greatest impact in terms of the number of homes built, we must find creative solutions to bring down costs. To better understand the cost landscape, staff has evaluated all some Bay Area

projects to differentiate costs which include: (1) location (which is a proxy for a variety of market conditions rather than simply the cost of land), and (2) whether the project received subsidy from a local government. The following table summarizes the findings, revealing the significantly higher per unit cost for projects that receive local public funds than those that don't in every county.

Bay Area Total Development Costs for TCAC/CDLAC Applications, 2021-2023

County	# of Projects with Local Funds	# of Projects without Local Funds	Avg. Cost Per Unit with Local Funds	Avg. Cost Per Unit Without Local Funds	% Cost Increase with Local Funds
Alameda	11	4	\$903,684	\$491,500	84%
Contra Costa	3	4	\$772,417	\$513,140	51%
Marin	0	1	n/a	\$767,873	n/a
Napa	0	0	n/a	n/a	n/a
San Francisco	10	1	\$939,826	\$734,585	28%
San Mateo	4	2	\$972,512	\$448,642	117%
Santa Clara	23	14	\$782,945	\$636,918	23%
Solano	1	4	\$687,334	\$355,303	93%
Sonoma	3	5	\$568,732	\$476,369	19%
Total:	55	35	\$835,406	\$546,806	53%

ABAG MEMBERSHIP: I want to welcome back the Town of Corte Madera to ABAG. In June 2013, ABAG received a resolution adopted by the Town Council stating its intention to withdraw from membership in the Association of Bay Area Governments effective July 1, 2013. On March 5, 2024, the Council of the Town of Corte Madera adopted a resolution to renew its membership to the Association of Bay Area Governments and to authorize its staff to pay the required annual membership fee.

MCCMC Legislative Committee Report

Respectfully submitted 3.28.24

– Alice Fredericks, Chair -

Bills on which the Legislative Committee took a position:

Action Items

AB-1778 (Connolly) Vehicles: electronic bicycles.

MCCMC Legislative Committee Action: Support

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1778

This bill would, until January 1, 2029, authorize a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet, as specified.

SB 1164 (Newman) Property taxation: new construction exclusion: accessory dwelling units.

MCCMC Legislative Committee Action: Letter of Concern The committee discussed the conflicting interests of the need to support ADUs for housing, the unclear path to enforcing that the ADU use as new housing, and the need for revenue generated by increased demand for local government services with the housing buildout.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB1164

This bill attempts to accelerate the construction of ADU's by allowing property owners to claim an exemption from property tax reassessment for ADU construction until 15 years have passed or when the property changes hands, effectively stopping any property tax increase based on the assessed value of the ADU addition.

Bills the Committee agreed to keep on the WATCH LIST

AB-1773 (Dixon) Vehicles: electronic bicycles, Cal Cities Position: Pending support

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1773

This bill would clarify that a recreational trail for these purposes includes a boardwalk, as defined, regardless of whether the facility also provides bicycle access. Notwithstanding specified law, the bill would impose a fine, not to exceed \$35, against a person convicted of an infraction for a violation of an ordinance prohibiting or regulating electric bicycles on recreational trails. By expanding the scope of a crime, this bill would impose a state-mandated local program.

TRANSPORTATION AUTHORITY OF MARIN (TAM) Report

Respectfully submitted 3.25.24

– Alice Fredericks, Mayor, Town of Tiburon

March 28 Tam Board Meeting

Two of the major agenda items at the upcoming meeting are:

1. US 101/I-580 Multi-modal & Local Access Improvement Project

The TAM Board will consider approval the addition of a Bellam Corridor Alternative (Alternative 7) and an removal of two alternative designs from future studies including the Enviromental Document for the US 101/I-580 Multi-modal & Local Access Improvement Project. The alternatives were extensively studied by stakeholders and community groups. The alternative projects to be removed as recommended by the Administration, Projects and Planning Executive Committee are:

Alternatives “Modified 3B” (connector with low speed requirement due to curve through the connector).

Alternative “6” his alternative would exit US 101 midway between the top of Cal Park Hill and the Bellam Boulevard off-ramp. A new bridge structure (the connector) would cross Jacoby Street, Anderson Drive and cross over the Golden Gate Bridge Highway & Transportation District (GGBHTD) bus yard before touching down to connect to I-580. This alternative would impact some businesses and require agreements between Caltrans and GGBHTD. The structure height would be approximately 60 feet where it crosses Anderson Drive.

Sufficient funding will be available in Regional Measure 3 and Measure AA to complete the design for the final selected alternative. Availability of construction funding will depend on the selected preferred Alternative.

County-wide transportation Plan

Marin County’s first Countywide Transportation Plan (CTP) and a countywide Community Based Transportation Plan (CBTP).

The CTP is expected to build consensus and provide a shared direction for Marin’s transportation system, in alignment with broader social, economic, and environmental goals in the county, region and state. The CTP is intended to develop a set of overarching strategies, specific policies, and targeted projects/programs that are competitive for federal, state and regional funding and establish the partnerships necessary to implement the shared short-term (10-year) and long-term (25-year) vision for our transportation system. The CTP/CBTP will incorporate findings from the various previously developed CBTPs for the county and identify priorities and a countywide strategy to address equity. Finally, the CTP/CBTP will guide TAM’s policy-making, and advance safety, equity, climate resiliency, transit recovery and priority, and transportation/land use integration in the county.

This planning process is expected to continue over the next year, culminating in an adopted CTP/CBTP by the end of 2024.

Public input will focus on the development of these outcomes:

- Transportation Vision, Goals and Strategies
- Needs Assessment & Prioritization
- Implementation Planning
- Draft and Final Plans

A second round of workshops for the CTP Board will be scheduled in April

2. Citizens Oversight Committee (COC) Report

The Citizen Oversight Committee report will be reviewed for approval and then released to the public at this month's meeting of the Citizen Advisory Committee. The Annual Report provides an overview of TAM's progress to deliver transportation projects and programs and it provides documentation that the Measure A/AA 1/2-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee funds are being spent in accordance with the voter-approved Expenditure Plans. The Annual Report also provides a status update of high priority transportation programs, projects and planning efforts that are paid for with regional, state and federal funds.

The Annual Report will be available on TAM's website and electronically distributed through the TAM Traveler and various social media tools, including Facebook, X (formerly known as Twitter), and LinkedIn. A limited number of hard copies of the Report will be distributed through various methods or groups including:

- Libraries/Cities/Towns/County Civic Center
- TAM committees
- Local jurisdictions and various professional groups such as Marin Public Works Association
- School Districts
- Chambers of Commerce
- Transportation partner agencies in the County and in the region such as other congestion management agencies and transit operators
- Related agencies and advocacy groups such as Marin County Health & Human Services, Paratransit Coordinating Council, the Marin Center for Independent Living, Marin, Conservation League and the Marin County Bicycle Coalition
- Public meetings and events

WATCH LIST (CONT'D)

AB-2286 (Aguiar-Curry) Vehicles: autonomous vehicles, Cal Cities Position: Support.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB2286

This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision.

AB-3005 (Wallis) Motor Vehicle Fuel Tax Law: adjust. suspension, Cal Cities Position: Oppose,

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB3005

This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

SB 937 (Wiener) Development Projects.: permits & other entitlements. Cal Cities Position: Pending

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB937

This bill would defer cities' collection of development fees until the certificate of occupancy is issued on a housing project. The bill would not allow a city to charge interest rates on any of the deferred fees. Additionally, the bill would extend by 18 months a housing entitlement that was issued before January 1, 2024, and that will expire before December 31, 2025. The goal of the bill is "to provide developers with flexibility to navigate challenging market conditions, while protecting a key source of revenue for local governments"

MCCMC LEGISLATIVE COMMITTEE NEXT MEETING

The next meeting was moved to March 20 8AM.

The change in meeting date due to the fact that the usual meeting calendared for 4th Mondays falls on a holiday and the committee agreed it was important to have input on legislative priorities before the bills pass from house of origin on May 24.

Future agendas will include proposed and chaptered bills dealing with Builder's Remedy and bills proposing consolidation of bay area transportation governance.

March 20, 2024

Attention: Marin County Councilmembers and Mayors Committee

I write today to express my interest in serving as liaison for the MarinCAN committee. I have followed with great interest the evolution of Drawdown Marin, and was thrilled to see the creation of a new body tasked with helping us to meet Marin county climate goals.

We are a leader in the climate change mitigation space but we must continue to do everything possible to take action against this climate emergency. In my role as Sausalito council member I serve as liaison to our sustainability commission. I also serve on the transportation authority of Marin board and its EV subcommittee.

While serving on the sustainability commission I was responsible for adding a sustainability element to our general plan and advocating successfully for our single use plastics ban. I continue to work to prioritize climate as a key issue for me in my work as an elected official.

I just recently returned from the Aspen climate Ideas summit, where I spoke in my capacity as a member of the climate migration council.

I know that Marin can be the cornerstone of climate change action and we can serve as the example for communities not just nationwide but internationally. Regional partnership and collaboration is vital to make that possible.

I would love the opportunity to continue to serve our community and work together in our fight against climate change as your liaison on the MarinCAN Board.

Sincerely,

Melissa Blaustein
Councilmember, City of Sausalito
President, Marin County Councilmembers and Mayors



Rebecca Vaughn <mccmcsecretary@gmail.com>

Save the Date: MCCMC Meeting Weds., February 28th - 6:00pm (via Zoom) / Guest speaker Rhea Suh, President and CEO of Marin Community Foundation

Julia Reinhard <Julia.Reinhard@marincounty.gov>
To: Rebecca Vaughn <mccmcsecretary@gmail.com>

Fri, Feb 23, 2024 at 4:29 PM

The MarinCAN Board has one vacancy for a city or town elected official to be chosen by MCCMC due to the resignation of Kevin Haroff.

Councilmember Llorens Gulati, Supervisor Sackett, and Supervisor Moulton-Peters all serve on the MarinCAN Board and are available to connect with those who are interested in serving on the MarinCAN Board which meets the second Wednesday of each month.

Note for Prospective MarinCAN Board Members:

MarinCAN is a unique public and non-profit partnership and has a rich, ongoing history of Board Member representation from Marin County climate change agencies, city/town staff, and elected officials.

There is value to joining the MarinCAN Board, both for the individual joining and benefits for the MarinCAN Board and broader MarinCAN ecosystem, including

- Further shared climate- and community-aligned goals;
- Connect with other agencies/programs efficiently;
- Touchpoint and gain visibility on report outs from MarinCAN's endorsed solutions
- Coordinate and leverage efforts (such as fundraising, joint grant applications, program support, outreach and community engagement); and
- Use MarinCAN as a collaborative hub to further own related work.

Information on recusals and Board Member responsibilities

- Board Members serve in their individual capacity, not as a formal representative of their agency or elected position.
- Board Members who have a conflict of interest based on their position may recuse themselves from 1) fundraising responsibilities, 2) votes on specific Board resolutions, 3) involvement in specific advocacy work or letters of support.

Note: MarinCAN does not expect city/agency staff to bring back the intentions of MarinCAN to their positions. Instead, we welcome city/agency staff and elected officials to bring their knowledge and

experience in their roles to the MarinCAN Board.

Application: <https://forms.gle/wdqnQdRkvu2QxdZJ8>

[Quoted text hidden]

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

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

Wednesday, April 24, 2024
Meeting will be held virtually via zoom

1. **Call to Order**
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests**
4. **Presentations:**
 - Senator Mike McGuire, President Pro Tempore**
 - Nancy Whelan, General Manager, Marin Transit**
5. **Tentative Committee Reports**
 - 5.a. Metropolitan Transportation Commission
 - 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

6. Business Meeting

- 6.a. Review Of Draft Agenda For The May 22, 2024 MCCMC Meeting Hosted by the City of San Rafael
- 6.b. Consideration and Possible Action to Approve the Draft Minutes of the March 27, 2024 MCCMC Meeting

8:00 PM ADJOURN: to the May 22, 2024 meeting – to be held in person, hosted by City of San Rafael

Deadline for Agenda Items – May 17, 2024 Please send to:
MCCMCSecretary@gmail.com

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

3
4 **WEDNESDAY, FEBRUARY 28, 2024**
5 **Via Zoom Videoconference**
6 **6:00pm**

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9 **Members Present**

10 Belvedere: Councilmember Nancy Kemnitzer
11 Corte Madera: Vice Mayor Pat Ravasio
12 Fairfax: Mayor Barbara Coler, Councilmembers Ackerman, Cutrano, Hellman
13 Larkspur: Councilmember Catherine Way
14 Mill Valley: Councilmembers Joachim and Perrey
15 Novato: Mayor Mark Millberg, Councilmembers Eklund, Wernick
16 Ross: Mayor Elizabeth Brekhus, Councilmember McMillan
17 San Anselmo: Councilmembers Berdo and Colbert
18 San Rafael: Councilmember Kertz
19 Sausalito: Councilmember Blaustein
20 Tiburon: Mayor Alice Fredericks

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22 **Ex Officio:** MCCMC Secretary Rebecca Vaughn; City/Town Managers: Heather Abrams (Fairfax),
23 Cristine Alilovich (San Rafael),
24 Guests in attendance: Marin County Supervisor Dennis Rodoni; District Attorney Lori Frugoli

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26 **1. Call to Order**

27 President Melissa Blaustein called the business meeting to order at 6:10p.m., and welcomed everyone
28 to the meeting of the Marin County Council of Mayors and Councilmembers, for February 28, 2024.

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30 A roll call of the Marin towns/cities was taken. There was a quorum of the 11 Marin cities/towns present,
31 with representatives from the 11 Marin cities/towns in attendance. President Blaustein then called for
32 Public Comment.

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34 **2. Public Comment:**

35 a. Rachel Kertz, San Rafael: Announced that elected officials should have received an email
36 announcing an opportunity to participate in Marin LEO, the Marin Leadership for Equity and
37 Opportunity for Elected Officials. It’s a free leadership program. The program is in early May
38 and early June and registration is open now:

39 [https://www.impactlaunch.org/marinleolected?utm_campaign=afc6af17-b64c-4e68-919b-](https://www.impactlaunch.org/marinleolected?utm_campaign=afc6af17-b64c-4e68-919b-0395c0fb1a39&utm_source=so&utm_medium=mail)
40 [0395c0fb1a39&utm_source=so&utm_medium=mail](https://www.impactlaunch.org/marinleolected?utm_campaign=afc6af17-b64c-4e68-919b-0395c0fb1a39&utm_source=so&utm_medium=mail)

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42 **3. Welcome and Introduction of Guests**

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44 **4. Presentations:**

45 4.a. Rhea Suh, President and CEO of the Marin Community Foundation: Update on the
46 organization’s strategic vision

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48 During her presentation, Ms. Suh provided an overview and history of the Marin
49 Community Foundation. She discussed the programs and services provided by MCF and
50 highlighted current and upcoming projects, which include focuses on climate justice,
51 affordable housing and homelessness, a streamlined grantmaking process and new
52 governance structure. More information on the Marin Community Foundation’s Strategic
53 Vision can be found here: <https://www.marincf.org/about/strategic-vision>

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

No committee reports this month

6. BUSINESS MEETING

6.a. Review of Draft Agenda for the March 27, 2024 MCCMC Meeting Via Zoom

There were no comments on the draft agenda

6.b. Consideration and Possible Action to Approve the Draft Minutes of the January 24, 2024 MCCMC Meeting

President Blaustein called for a vote to approve the draft minutes of the January 24, 2024 meeting. There was a motion and second (Millberg/ Eklund) to approve the draft minutes for January 24, 2024. The motion was approved by roll call vote of the cities/towns present, 11-0

Adjournment

The meeting was adjourned at 7:05pm to the next regular meeting scheduled for March 27, 2024 to be held virtually via Zoom.