MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
AGENDA

Wednesday, October 28, 2020
6:00pm

VIA VIDEOCONFERENCE ONLY

HOW TO PARTICPATE IN THE MCCMC MEETING VIA ZOOM WEBINAR:

Join the Zoom Webinar at 6:00pm on October 28, 2020 to participate LIVE:
https://tinyurl.com/y9htrb2y / password: MCCMC

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 webinar ID: 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.

6:00 PM Welcome and Introductions

1. **Call to Order and Roll Call:** MCCMC President Eric Lucan
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests**: President Eric Lucan

4. **Presentations:**
   - 4.a. Dr. Matt Willis, Marin County Public Health Director - Update on local and regional response to COVID19 and recovery efforts

5. **Committee Reports (written report only – to be published in agenda packet and posted on website, mccmc.org)**
   - 5.a. Metropolitan Transportation Commission (MTC)
     5a. Written report from Supervisor Damon Connolly
   - 5.b. Association of Bay Area Governments
     5b. Written report from Pat Eklund, Novato
   - 5.c. Golden Gate Bridge, Highway and Transportation District
     5c. Written report from Alice Fredericks, Tiburon
   - 5.d. Transportation Authority of Marin
     5d. Written report from Alice Fredericks, Tiburon
   - 5.e. Sonoma-Marin Area Rail Transit (SMART)
     5e. Written report from Dan Hillmer, Larkspur

5.f. MCCMC Climate Action Committee
5f. Report from David Kunhardt, Corte Madera (not available at time of publication. Agenda packet will be re-posted once available)

6. Business Meeting

6.a. Consideration and Possible Action to Appoint Representatives to the Following Committees:

Expiration of current terms were announced and Letters of Interest were solicited at the September 23, 2020 meeting. Additional nominations will be accepted from the floor, and appointments will be made at the October 28, 2020 MCCMC Meeting.

6.a.1 MCCMC Representatives to League of California Cities, North Bay Division Executive Board for Calendar Year 2021

(Three seats have expiring terms: Representative, 2nd Representative and Alternate Representative)

MCCMC Representatives are appointed annually for the upcoming calendar year. Incumbents are:

- 1st: Joe Burns, Sausalito;
- 2nd: David Kunhardt, Corte Madera;
- Alternate: Eli Beckman, Corte Madera

Letters of Interest have been received from:

- 1st Representative: Amy Peele, Novato (included as attachment 6.a.1-1)
- 2nd Representative:
- Alternate:

Additional nominations will be accepted from the floor, and appointments will be made at the October 28, 2020 MCCMC Meeting.

6.a.2 Marin County Transit Board of Directors

(Two seats have expiring terms: Representative and Alternate Representative, for 2-year terms commencing 1/2021)

Incumbents with expiring terms are:

- Representative: Kate Colin, San Rafael
- Alternate: Brian Colbert, San Anselmo

Letters of Interest have been received from:

- Representative: Kate Colin, San Rafael (included as attachment 6.a.2-1)
- Alternate: Brian Colbert, San Anselmo (included as attachment 6.a.2-2)

Additional nominations will be accepted from the floor, and appointments will be made at the October 28, 2020 MCCMC Meeting.

6.a.3 Sonoma/Marin Area Rail Transit Board of Directors (SMART)

(One seat: Board member, for 4 year term commencing 1/2021. Procedural Note: The SMART Board is a regional transportation district established pursuant to AB 2224 in 2003 to oversee development and implementation of passenger rail service in Sonoma and Marin Counties. Novato and San Rafael each have one seat on the board; MCCMC appoints one at-large member from a city other than Novato or San Rafael, who is also a member of the Transportation)

Incumbent with expiring term is:

- Dan Hillmer, Larkspur (He has expressed interested in being considered for reappointment)

A Letter of Interest has been received from:

- Dan Hillmer, Larkspur (included as attachment 6.a.3)

Additional nominations will be accepted from the floor, and appointments will be made at the October 28, 2020 MCCMC Meeting.

6.b. Re-Announcement of Current Vacancy and Request for Letters of Interest for Appointment to the CAL-ID Remote Access Network Oversight Committee:

1. Primary MCCMC Appointee to CAL-ID Remote Access Network Oversight Committee - Currently vacant
2. Alternate MCCMC Appointee to CAL-ID Remote Access Network Oversight Committee – Currently vacant

The Marin County Sheriff's office seeks an MCCMC Elected Official Primary Committee Member and Alternate to serve the remainder of a two year term expiring June 30, 2022. Currently there is no appointed Alternate and the Primary Committee member seat is currently vacant as incumbent, Ann Morrison, retired from Larkspur City Council. This Committee meets two times per year to vote on or approve budget and funding for the project (funding and placement of RAN equipment, since as the automated fingerprint identification system).

The opportunity for appointment will be announced and letters of interest solicited at the October 28, 2020 meeting. Consideration and Action to Make Appointments of a Primary and Alternate to Represent MCCMC on the CAL-ID RAN Oversight Committee for new two-year terms, would be made by the City Selection Committee at its next meeting, which would be scheduled for January 27, 2020 should Letters of Interest be received.

6.c. Review of Draft Agenda for January 27, 2021 MCCMC Meeting To Be Hosted By The City of Larkspur If Return To In-Person Meetings Is Allowed.
Attachment 6c: January 27, 2021 Draft Agenda

6.d. Approval of Draft Minutes of the September 23, 2020 MCCMC Meeting
Attachment 6d: Draft minutes of the September 23, 2020 MCCMC meeting held via Zoom Webinar

7:00 PM ADJOURN: to the January 27, 2021 meeting, to be hosted by the City of Larkspur if return to in-person meetings is allowed.

Deadline for Agenda Items – January 20, 2021 Please send to: MCCMCSecretary@gmail.com

COUNTY OF MARIN

BOARD OF SUPERVISORS
DAMON CONNOLLY
First District

Marin County Civic Center
3501 Civic Center Drive
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San Rafael, CA 94903
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DConnolly@marincounty.org
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October 23, 2020

Via email *elucan@novato.org*
Eric Lucan, President
Marin County Council of Mayors and Councilmembers

Dear President Brekhus:

The Metropolitan Transportation Commission meets on October 28th, the same day as MCCMC. Following is an update of topics of note since our last meeting of MCCMC. Please share this update with your membership.

BATA Recovery Ad-hoc Working Group

As an MTC Commissioner I sit on the Bay Area Toll Authority Recovery Ad-hoc Working Group ("BATA Ad Hoc") which was formed to address the impact of constrained revenue on mobility, operations and asset management on Bay Area bridges (other than the Golden Gate) in light of COVID-19. We have been meeting monthly, and plan to continue for a few more months. We met on October 23rd to look at:

- How tolls are collected. Currently there is cashless toll collection due to COVID, and we are looking to the future of All Electronic Tolling and Open Road Tolling. We are looking at both the customer side, and the back end.
- Due to COVID tolls are collected with a mailed notice, and violation notices do not include a penalty. Pre-COVID the penalty was $25 on the first violation notice, and $70 on the second notice. As we look to All Electronic Tolling, toll violation penalties are likely to return. The BATA Ad Hoc has provided direction to staff to ensure that considerations of equity and means-based solutions are considered as part of any approach to this issue.
- Caltrans cash toll collection will end.
- We also continue to push for implementation of Transportation Demand Management (TDM) measures as we look at solutions for our bridge corridor, such as those identified in the Richmond Bridge Forward program. I want to ensure that we are looking at how we can improve throughput and reduce congestion, boost transit, and how can we come out of this time period better. More information on the "Forward" commute initiatives can be found here: https://mtc.ca.gov/our-work/operate-coordinate/traveler-services/forward-commute-initiatives

Plan Bay Area 2050 Telecommute Policy

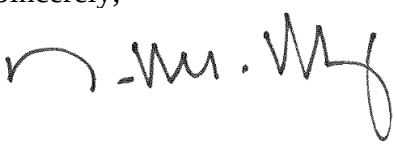
As mentioned last month, at MTC we have been working on the Plan Bay Area 2050 Blueprint. One of the Strategies in PBA 2050 is a new proposed Telecommute Policy requiring larger office workplaces to ensure 60% of their employees are working from home on any given day. It would target offices with 25 or more employees. The strategy is directed at reducing the Bay Area's greenhouse gas emissions 19% by 2050. Concerns raised center around the effect on public transit, the effect on those employees who currently walk or ride to work, and the equity concern around those who don't have workspace at home. Mayors of the larger cities around the Bay Area as well as the business community continue to advocate against the strategy due to concerns that the policy will hurt downtowns and local economies. I have not heard much from Marin residents on the proposal and welcome your thoughts. MTC staff and Commissioners continue to weigh different approaches to reducing GHG reduction goals so there is more discussion to come on this item.

Regional Measure 3 (RM3) lawsuit update

Regional Measure 3 (or RM 3) was passed by 55% of Bay Area voters in June 2018 authorizing incremental increases to Bay Area bridge tolls. The measure is expected to generate up to $4.45 billion to fund major transportation projects in the toll bridge corridors, including several critical projects in Marin County such as the Marin Sonoma Narrows, Marin 101- 580 Direct Connector, State Route 37, and the San Rafael Transit Center. A challenge was filed in 2018 by Howard Jarvis Taxpayers Association arguing that RM3 is a tax and not a fee and therefore requires a 2/3 majority vote rather than a simple majority. The challenge was dismissed in April 2019 and June 2020 by lower courts and subsequently appealed. On October 14, 2020 the California Supreme Court unanimously agreed to grant a review of the case. MTC anticipates a decision from the California Supreme Court will not be rendered for another year or longer. About $200 million in toll revenues collected so far have been held in escrow since the passage of RM3. Agencies such as TAM and MTC are assessing the potential impacts of this latest legal step on programs and projects.

As always, I welcome your input and questions.

Sincerely,



Damon Connolly

cc: Rebecca Vaughn *mccmcsecretary@gmail.com*

Report on ABAG to MCCMC[1]

October 2020

EXECUTIVE SUMMARY:

1) **ABAG Housing Needs Allocation (RHNA) Methodology:** On October 15, 2020, the ABAG Executive Board approved the Draft Housing Needs Allocation (RHNA) Methodology that uses the 2050 Households from the Plan Bay Area Blueprint 2050 as the baseline allocation; the Bottoms Up income allocation; and, an addition factor for High Opportunity Areas and Proximity to Jobs (Option 8A). ABAG will be releasing the proposed RHNA methodology for public comment and a public hearing to be held in November 2020 prior to final approval by the ABAG Executive Board and transmittal to HCD by the end of 2020.

2) **Final Blueprint for Plan Bay Area 2050:** ABAG Executive Board approved the Final Blueprint that identifies the Strategies (public policies and investments for the next 30 years) and Growth Geographies (key locations for future focused housing and job growth) along with the Regional Growth Forecast that will provide the foundation for the preferred option for the Draft Plan Bay Area 2050. I recently raised concerns about only using sea level rise for climate change without also using flooding in our streams, creeks, rivers, etc. and proposed use of CALFIRE maps rather than Wildland Urban Interface (WUI) for fire hazards.

Regional Housing Needs Allocation (RHNA) Methodology: First, I want to thank all of the 10 cities – Belvedere, Corte Madera, Fairfax, Mill Valley, Larkspur, Novato, Ross, San Anselmo, San Rafael and Sausalito for sending letters to the ABAG Executive Board. We need to give our Planning Directors (and staff) a huge **THANK YOU** for getting the letters written and approved prior to the ABAG Executive Board meeting. Lastly, I want to thank Elise Semonian, Community Development Director for the Town of San Anselmo for serving with me on ABAG's Housing Methodology Committee where we met every month for the past year; and, for Ethan Guy, planner in the City of San Rafael for his guidance and insightful comments. We worked well as a team!!

At the ABAG Executive Board meeting, two alternate proposals were considered and discussed (in addition to option 8A proposed by the Housing Methodology Committee). The two alternate proposals were:

• 2015-2050 Growth (Blueprint) Baseline with Option 8A Factors/Weights: this option proposed by the Mayors of Contra Costa County (and, supported by 10 cities in Marin and the County of Marin) uses the same factors and weights as the proposed RHNA methodology recommended by the HMC and RPC, but incorporates household growth from the Plan Bay Area 2050 Blueprint instead of 2050 Households as the baseline allocation. This change to the baseline results in a significantly different pattern of RHNA allocations compared to the recommended proposed methodology.

• Option 6A: Modified High Opportunity Areas Emphasis with equity adjustment: this option includes the factors and weights shown in Table 2 and uses 2050 Households (Blueprint) as the baseline allocation. This proposal also includes the "equity adjustment" that, as mentioned previously, the HMC opted not to include in the proposed methodology (see page 4). Additionally, although ABAG/MTC staff recommended Option 6A as the proposed methodology at the September 18th HMC meeting, the HMC chose Option 8A as a compromise recommendation that better reflected the diverse viewpoints of the committee.

After about 4 hours of debate and public testimony, the ABAG Executive Board voted for Option 8A with **9 votes opposed**. {For a more detailed explanation, please refer to the September 2020 ABAG Report.] Basically, this option includes using:

- 2050 Households from the Plan Bay Area Blueprint 2050 as the baseline allocation. With this approach, a jurisdiction's initial share of the RHND is based on its share of the region's total households in the year 2050.

[1] Marin County Council of Mayors and Councilmembers (MCCMC)

Using households in 2050 takes into consideration the number of households that are currently living in a jurisdiction as well as the number of households expected to be added over the next several decades.

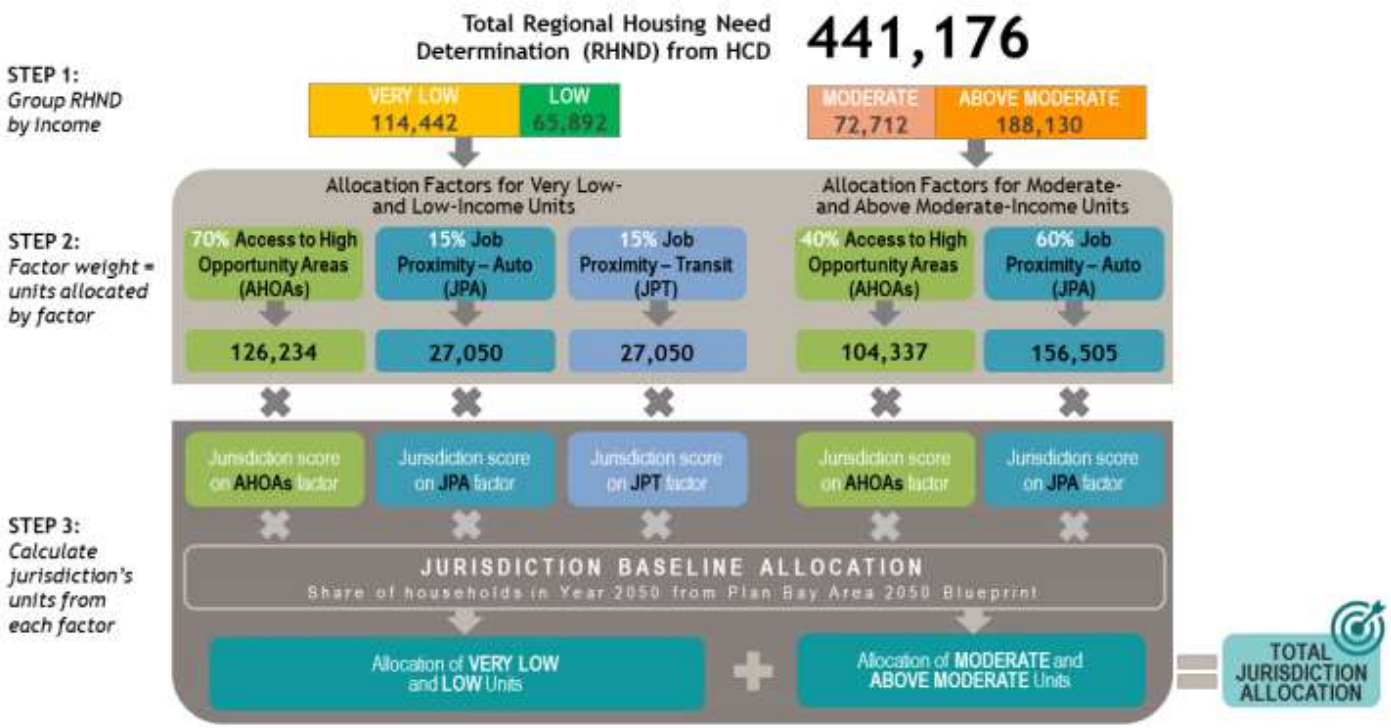
- Bottoms Up income allocation. With this approach, the income allocation methodology is used to identify the number of units for each income category, and the sum of units in the four income categories equals a jurisdiction's total allocation. With this option, there are two separate variants: a. Bottom-Up with 2-Factor Concept; and, b. Bottom-Up with 3 Factor Concept. See the chart below for an explanation of this option:

Bottom-Up 2-Factor Concept		**Bottom-Up 3-Factor Concept**	
Affordable: Very Low and Low		***Affordable: Very Low and Low***	
• Access to High Opportunity Areas	50%	• Access to High Opportunity Areas	40%
• Jobs-Housing Fit	50%	• Jobs-Housing Fit	40%
		• Job Proximity – Transit	20%
Market-Rate: Moderate and Above Moderate		***Market-Rate: Moderate and Above Moderate***	
• Job Proximity – Auto	50%	• Job Proximity – Auto	50%
• Jobs-Housing Balance	50%	• Job Proximity – Transit	30%
		• Jobs-Housing Balance	20%

- Additional Factors and Weights. This factor includes an additional emphasis on geographic areas that are designated 'High Opportunity Areas' and proximity to jobs.

The approved draft RHNA Methodology would be calculated for each city and county using a 3 step process:

Figure 1: Proposed RHNA Methodology Overview



The one outstanding issue is how the growth associated with the SOI should be distributed. In the past, the growth was assigned to the respective cities' RHNA allocation rather than the unincorporated county. However, currently the proposal includes keeping the housing with the County. Currently, ABAG is talking with Counties that have expressed concerns and their cities. I understand that for Marin County, the County is expected to plan for the housing in the SOI.

The proposed RHNA methodology will be released for public comment, including a public hearing to be held in November 2020. In early December 2020, the Plan Bay Area 2050 Final Blueprint data for the 2050 Household baseline is anticipated to become available. The RPC and Executive Board will then weigh in on public feedback as well as updates made to integrate the Final Blueprint data. Approval and submittal of the Draft RHNA Methodology to HCD is expected by the end of 2020.

Plan Bay Area 2050 – Draft Blueprint: As mentioned in the last monthly report, on September 17, 2020, the ABAG Executive Board approved the Final Blueprint that identifies the Strategies (public policies and investments for the next 30 years) and Growth Geographies (key locations for future focused housing and job growth) along with the Regional Growth Forecast that will provide the foundation for the preferred option for the Draft Plan Bay Area 2050. [NOTE: For details, please review the September 2020 ABAG report.]

During the September Board meeting, I mentioned that using CALFIRE maps for 'fire hazards' and sea level rise for climate change were not adequate. I again raised the issues at the October ABAG Executive Board meeting and requested that the ABAG Executive Board discuss options for determining hazards – both fire and water.

As you may know, CAL FIRE does not conduct assessments on all properties that are considered a 'fire risk'. They are behind on the assessments of SRO's (State properties) and do not conduct assessments on LRO's and/or SRO's that have been contracted with the local agency (Marin being one of them). They also only map the 'very high fire risk' areas and not the high or moderate fire risks.

I believe that the data in the ABAG/MTC database does not adequately represent the fire risk in our communities throughout the Bay Area. I had recommended we use the WUI designations (Wildland Urban Interface) in lieu of the CAL FIRE maps. I believe this better represents the fire risks which are real. Many of our cities in Marin have articulated their concerns about adequately assessing fire risk in PBA in their letters regarding RHNA.

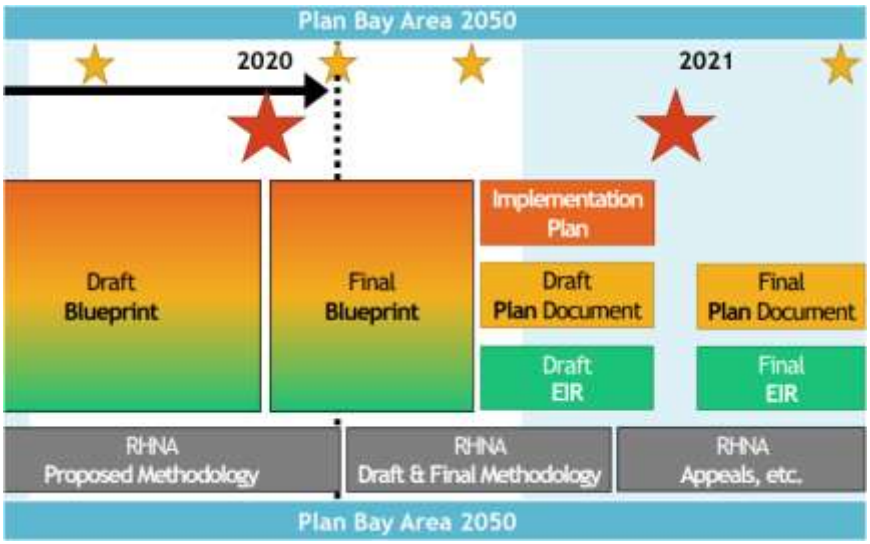
In a map provided by the Novato Fire Protection District, it identifies the very high, high, moderate and low fire risk areas in Marin. You will see that many of our cities are in 'very high' fire risk areas.

The other issue is with climate change. I understand that the PBA 2050 has factored in sea level rise, but not existing flood areas including, but not limited to creeks, streams, rivers that are subject to extreme flooding. In fact, I understand that ABAG/MTC's database includes sites that are possible for housing development that will flood up to 8 feet above grade. We need a more realistic approach that takes into account sea level rise along with flooding in our waterways. We should be looking at and using the FEMA maps which looks at flooding in our watersheds. These maps are heavily used by the insurance industry along with local and state governments; and, are routinely updated. With climate change, we will, as you know, get more extreme weather conditions. That means more flooding.

I am hoping that we will have this discussion at the November or December ABAG Executive Board meeting, prior to distribution of the Draft PBA 2050. If cities have any additional information, please let me know.

ABAG/MTC will issue the notice of preparation of the EIR and develop the alternates to be evaluated in the EIR in October; decide on the preferred alternative in December 2020 and begin developing the Draft Plan Bay Area 2050, Draft EIR and Implementation Plan for release in April 2021 for public comment.

Plan Bay Area 2050 ("Plan") will serve as the region's next-generation plan, ultimately serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area.



UPCOMING MEETINGS[2]

- **October 26, 2020 --** **MTC Blue Ribbon Transit Recovery Task Force,** 1:05pm
- **October 28, 2020 --** **MTC Audit Committee,** 9:05 am
  MTC Bay Area Toll Authority, 9:35 am
  MTC Bay Area Infrastructure Financing Authority, 9:40 am
  Metropolitan Transportation Commission, 9:45 am
- **October 29, 2020 --** **ABAG POWER Board of Directors,** 11:00 am
  MTC Policy Advisory Council Equity & Access Subcommittee, 2:05 pm
- **November 2, 2020 --** **MTC Policy Advisory Council Fare Coordination & Integration Subcommittee,** 10:05 am
- **November 4, 2020 --** **MTC Programming and Allocations Committee,** 1:35 pm
  MTC Bay Area Toll Authority Oversight Committee, 1:40 pm
  MTC Administration Committee, 1:45 pm
- **November 6, 2020 --** **MTC Operations Committee,** 9:35 am
  Joint MTC Planning Committee with ABAG Administrative Committee, 9:40 am
  Joint MTC ABAG Legislative Committee, 10:15 am
  MTC Policy Advisory Council Equity and Access Subcommittee, 2:05 pm
- **November 10, 2020 --** **MTC Regional Equity Working Group,** 9:30 am
- **November 12, 2020 --** **ABAG Regional Planning Committee,** 1:00 pm
- **November 13, 2020 --** **Bay Area Regional Collaborative,** 10:05 am
- **November 16, 2020 --** **MTC Blue Ribbon Transit Recovery Task Force,** 9:05 am
  MTC Clipper Executive Board, 1:35 pm
- **November 17, 2020 --** **MTC Policy Advisory Council,** 3:05 pm
- **November 19, 2020 --** **ABAG SF Bay Trail Steering Committee,** 3:00 pm
  ABAG Finance Committee, 5:30 pm
  ABAG ACFA Governing Board, 6:00 pm
  ABAG Executive Board, 6:30 pm
- **November 20, 2020 --** **MTC Bay Area Toll Authority,** 9:35 am
  MTC Bay Area Headquarters Authority, 9:40 am
  MTC Bay Area Infrastructure Financing Authority, 9:45 am
  Metropolitan Transportation Commission, 9:50 am
  SF Peninsula Rail Program Executive Steering Committee, 11:00 am
  Joint ABAG MTC Governance Committee, 12:30 pm
  MTC BATA Recovery Ad Hoc Working Group, 2:30 pm

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

[2] All meetings are conducted via Zoom, webcast, teleconference, unless noted otherwise.

GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT (GGBHTD)
REPORT TO MCCMC OCT2020

Alice Fredericks Mayor, Town of Tiburon
GGBHTD Board Representative of Marin County

UPDATE COVID IMPACTS

UPDATE COVID IMPACTS

Although slight rebounds in transit passenger and bridge traffic has been observed, economic impacts of COVID present challenges to district employees and the public they serve. Bus is still carrying only 20% of normal riders, ferry only 3%. At its worst, bridge traffic was down 70% for five weeks, and fortunately it has subsequently rebounded somewhat. However, Bridge traffic, the source of revenue for bridge maintenance and bus and ferry fare subsidies, is still down 35% from the same period last year. The District is experiencing a weekly revenue decline from tolls and fares of $1.7M as compared to the same period last year.

Funds dedicated to transit from the last Federal stimulus package, CARES, have backfilled these ongoing losses. Those funds will run out at the end of November. The next Federal Stimulus bill is not in sight yet. The pandemic and concomitant economic fallout is predicted to last longer than originally thought. The Board continues to work to identify revenue sources and cost reductions across the district, and to balance the impact of any action on district employees, continued service needs of the public, and long-term recovery. See Attached Staff Letter to the Board of Supervisors (Oct 2020)

MEANS BASED TRANSIT FARES

In 2019, the GGBHTD Board had adopted means based fare program for regional trips on its ferries and buses. Following complementary action by Marin Transit, the GGBHTD board of directors approved, at its last meeting, a means-based fare program for local rides on Golden Gate District buses, with fares that conform to those of Marin Transit. The program is part of the Metropolitan Transportation Commission (MTC) Clipper Start program. Under the program, adults who live in the bay area and whose annual income is up to 200 percent of the federal poverty level are can qualify for fare discounts with use their clipper card.

UPDATE EV CHARGING STATIONS AT THE LARKSPUR FERRY TERMINAL

Constraints to the installation of EV charging stations at the Larkspur Ferry are many. Some are the limited capacity of the electrical system at the Larkspur Terminal, the current parking demands which cannot accommodate the parking space plus required by current chargers, the continued use of manufacturer proprietary charging heads for the some EVs, the lack of passenger demand for charging facilities, probably due to the relatively short trips customers take to the ferry landing and the nearby availability of some charging facilities. Nevertheless, the District is working to replace the 3 existing outdated charging stations and increase their

capacity. More broadly, the District's Green Initiatives include the current repaving project and concomitant installation solar panels at the bus maintenance facility in San Rafael. The solar panels, in addition to providing clean energy, are expected to provide enough power for the industrial operations of the facility and result in savings up to $200K a year.

GGBHTD Bus System

In addition to details about the safety policies and risk management protocols of the District's transit system, the Federal Transit Administration (FTA) required Safety Plan Oct is an excellent source of information on operations and routes of the District's bus system. The report can be found as Attachment to Agenda Item 4 of the Oct 22 meeting of GGBHTD Transportation Committee.

October 21, 2020

Honorable Katie Rice
President, Board of Supervisors
County of Marin
Room 329
3501 Civic Center Drive
San Rafael CA 94903

Dear President Rice,

The Golden Gate Bridge, Highway and Transportation District (District) provides essential transportation services connecting communities in the North Bay with San Francisco by bridge, bus, and ferry while stewarding an international icon and local treasure. This letter serves to provide information on the financial challenges facing the District as a result of the COVID-19 pandemic and the challenges that the District faces that leads it to consider a potential layoff of some District employees where lack of customer demand has eliminated need and funding for their positions.

Bridge Traffic and Transit Ridership

Since the COVID-19 pandemic began and the advent of regional shelter-in-place orders, Bridge traffic and transit ridership have declined dramatically. For about five weeks starting in mid-March, Bridge traffic and associated revenues were down 70%. Over that same period, Golden Gate Ferry and Golden Gate bus transit ridership declined by 99% and 90%, respectively. Today, Bridge traffic has rebounded somewhat but remains well below pre-pandemic levels at about 65% of normal. Unfortunately, transit ridership has only increased marginally. Today, our average Golden Gate bus transit ridership is down by 80%, and 97% of Golden Gate Ferry customers have not returned.

The vast majority of our Bridge, bus, and ferry customers are commuters from the North Bay traveling to jobs in San Francisco. As long as shelter-in-place orders remain in place, businesses and office buildings in San Francisco remain closed and more of the workforce works from home, we do not expect to see any significant return of Bridge traffic or transit ridership within the Golden Gate corridor.

The District has been adjusting bus and ferry schedules to right-size service with the precipitous drop in customer demand while still providing safe, reliable service for essential workers and transit-dependent customers. In response to ridership declines, we have suspended all weekend service and nearly 75% of weekday trips on Golden Gate ferry service and have suspended over 50% of all commute trips into San Francisco on Golden Gate bus transit. District staff monitor

transit ridership and public health orders closely to anticipate trends, and we will continue to adjust service in response to customer demand.

Impacts to District Finances

The District is funded primarily through Bridge tolls, which are our single largest source of revenue to fund Bridge, bus and ferry operations. In a typical year, the District spends about half of its toll dollars on the Bridge, while the other half is used to support bus and ferry operations. At Golden Gate bus transit, toll dollars provide nearly 50% of the system's operating revenue, with fares bringing in approximately 25%. At Golden Gate Ferry, fares bring in well over half of the system's operating revenue. For both transit services, state and federal grants, along with other modest revenue sources, round out the remainder of their budgets.

The District's mission "is to provide safe and reliable operation, maintenance and enhancement of the Golden Gate Bridge and to provide transportation services, as resources allow, for customers within the U.S. Highway 101 Golden Gate Corridor." In keeping with our mission statement, one half of toll revenues are dedicated to Bridge operations, while the other half subsidizes transit services.

Bridge traffic has now rebounded enough to cover the cost of Bridge operations, but traffic is still down by 35%. Thus, the amount of available "toll dollars for transit" has declined by 70% compared to pre-pandemic levels. Currently, the District's spending on bus and ferry operations exceeds toll and transit fare revenues.

For example, in a typical pre-pandemic month, the District would spend $12.8 million on bus and ferry service into San Francisco, taking thousands of cars off of highway 101 in Marin County every day, reducing congestion and greenhouse gas emissions. With the onset of the pandemic, and its resulting precipitous drop in travel, current tolls and transit fares are inadequate to pay this expense. Through reductions to service costs and other expenses, but without laying off full time regular employees, the District has reduced its monthly expenditure on transit to $10.5 million. Today, tolls and transit fares are down significantly and only produce about $6 million every month, resulting in an operating deficit of $4.5 million per month.

The District was fortunate to receive approximately $52 million in federal CARES Act money this summer to backfill the drop in tolls, transit fares and other revenues that we use to fund our bus and ferry service. For many months, the District has been using the CARES Act money to pay our bus and ferry staff who are not driving buses, operating ferry boats, or are operating buses and ferries with few passengers. Every day, we send some bus drivers home without driving (while paying them for a full 8-hour day) and we have ferry deckhands painting curbs and bollards in the parking lot to keep staff actively working.

Even with our recent efforts to reduce expenses, the CARES Act money is projected to run out in mid-November. Absent additional federal assistance, the District needs to reduce costs or find additional revenues.

The District along with transit operators all across the country, have advocated for the inclusion of additional federal money for transit in a pandemic relief bill. At this juncture, Congress and the White House are in the midst of protracted negotiations that may not conclude prior to the November election. In that event, we should not expect any additional federal assistance for at least several months.

In June 2020, the District projected a $98 million shortfall in the adopted budget and acted quickly to try to reduce that shortfall through hiring freezes, changes in transit service (as mentioned above) and other efforts. Currently, the District projects a $48 million shortfall in the current fiscal year. This estimate factors in the CARES Act funding, expense reductions (without potential layoffs), and a projection of modest increase in traffic and transit ridership through mid-2021.

The discussed potential layoff of employees where demand for service has disappeared would make a substantial, but only partial, reduction in the remaining projected $48 million shortfall.

Capital, Operating and Emergency Reserves

The District's reserves are created by setting aside a small amount of toll money from the Operating Budget every year. The amount is based on the projected funding needed to maintain and replace the District's capital infrastructure. The current reserves took decades to grow to the current levels, and the District's Mission Statement guides our use of reserves.

Most capital projects are funded principally with money provided through state and federal grants. However, grants require a "local match" and the District uses its reserves to meet state and federal match requirements. For example, the Suicide Deterrent System is about two-thirds funded with federal grants the District received from Metropolitan Transportation Commission and Caltrans, while District reserves from toll dollars pay the remaining one-third of the cost.

Additionally, the District's reserves are how we pay for our capital projects, such as the aforementioned construction of the suicide barrier and the upcoming final phase of the Bridge seismic retrofit. As resources allow, the District's reserves also help pay for transit vehicles and facility improvements. Diverting capital reserve funds would have an adverse impact on on-going and planned critical infrastructure projects on the Bridge and would weaken our ability to make investments in our transit system – like the purchase of zero emission buses or the adoption of clean ferry technology.

The District also maintains modest Emergency and Operating reserves. When the CARES Act money runs out in the middle of next month, the District will quickly spend down its Emergency and Operating reserves, even with the potential layoff and as we continue to downsize service levels to meet greatly diminished customer demand.

District Use of Federal Transit Administration Grant Funds for COVID-19

The District receives grant funds from the Federal Transit Administration (FTA) for capital projects that support the District's transit service and keep capital assets necessary to provide that

service in a state of good repair. In order to carry out its mission of maintaining the Golden Gate Bridge and providing transit service, the District has programmed about $20 million in unspent FTA grants to fund a number of projects, all of which require at least a 20% match from toll dollars.

The projects supported by FTA funds are critical for the District to secure, maintain, and enhance the Golden Gate Bridge as well as to achieve our emissions reductions mandates and goals. For example, the parking lot repaving project cited in the draft resolution would install solar panels on the San Rafael employee parking lot, thereby converting our Bus and Administration buildings and lots into net-zero energy facilities. The reduction in energy expenses will free up millions in toll dollars to subsidize transit in the decades to come. The remainder of the grants are programmed to fund essential Bridge security projects and critical maintenance of our transit infrastructure and facilities.

The FTA has provided the flexibility to use these grant funds to pay for administrative leave for employees not required to work due to a reduction in service or for employees quarantined after potential exposure to an individual infected with COVID-19. No new money has been provided to the District, so if the District were to redirect these federal capital grant funds to pay employees on administrative leave, then these projects would be shelved and may not be built for the foreseeable future. To fully fund these projects, the District may need to spend its reserves and pay 100% of the cost of the projects, as opposed to the 20% match requirement we have today.

Additionally, the $20 million in FTA funds the District currently has are unique and received through several one-time circumstances. If the grant funds are diverted from capital projects to pay for administrative leave, then the District will not be able to replace the funds because facility projects do not rank high enough in MTC's scoring process. The money maybe lost to the District for good. When the District does undertake the necessary transit facility projects, we would have to fund the projects with toll dollars. The District's toll revenues support Bridge maintenance and operations first, so toll dollars used to backfill transit facility projects would be drawn from funds allocated to maintain the Bridge.

Decisions Facing the District

Ultimately, the District Board of Directors will decide if it is appropriate to continue employing staff for whom there is no work and no direct funding. We are fortunate that the CARES Act allowed the District to keep employees on the payroll for the last 8 months, despite dramatic declines in toll revenues and transit ridership that have endured for months. We also remain deeply disappointed that no additional federal assistance, which would have prevented these difficult circumstances, appears to be forthcoming.

The District now faces the harsh financial realities of the COVID-19 pandemic, as have so many other businesses and industries. Last week alone we lost $1 million in Bridge tolls and $700,000 in transit fares while still carrying only a small fraction of our regular transit customers. To illustrate further, if the District were to impose a (hypothetical) COVID-19 toll surcharge to make up for lost revenue during the pandemic, we estimate Bridge tolls would increase by $4,

based on current traffic levels. In short, we do not have work for many of our employees and we no longer have the funds to pay them.

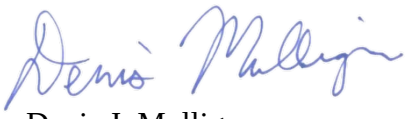
The options before us are also limited, if we are committed to our mission and role as stewards of the Bridge for future generations. Even if the District were to divert some portion of grant funds or reserves to pay employees on administrative leave, we would likely arrive at these same difficult crossroads in only a matter of weeks.

We believe this is a temporary situation, as our region needs transit to recover from the pandemic and return to its prior prosperity. If the District were to proceed with layoffs, we would look forward to rehiring laid off employees as the region reopens and in a fashion commensurate with the return of transit ridership and Bridge traffic.

These are decisions no organization ever wants to face. Our Board and staff recognize the impact of layoffs on our friends, families, and communities and we approach these circumstances with the seriousness, creativity and care they deserve.

Thank you for your attention to this matter and for your support of the District over many years and decades.

Sincerely,



Denis J. Mulligan
General Manager

TRANSPORTATION AUTHORITY OF MARIN (TAM)
REPORT TO MCMC. OCT 2020
Alice Fredericks Vice Chair
Mayor, Town of Tiburon

COVID Impacts on SR2S program

Impacts of COVID on the Safe Routes to School Programs (SR2S) depend on the patterns of in person schooling at various schools. Meantime, events promoting Safe Routes to School and Street SMARTs program are suspended. Safe Routes to School maps will be updated, but no new ones created. The latter two actions are expected to result in a $100K to 150K savings to the program. Hopefully, school scheduling will be more predictable in early 2021, when TAM considers a contract extension or an RFP process for Safe Routes to School consultants.

Alternative Fuels Program Update.
The Alternative Fuels Program, funded by the TAM's Measure B with a dedicated portion of the VLF fee, has focused on outreach, charger rebates, and technical support for public agencies, businesses, and private vehicle owners to convert to electric vehicles (EVs) usage. The Alternative Fuels Program has resulted in Marin being one of the highest adopters of EV usage, according to staff.

Tam has historically provided resources to local jurisdictions to support conversion to non-motorized and reduced emission modes of travel. The first Measure A Sales Tax was approved in 2004 with dedicated funding to support local bus travel on Marin Transit buses, grants for paths, trails and Safe Routes to School maps and education programs that increase use of pedestrian and bike travel to school among other initiatives.

Predating Gov exec order N-79-20, attached, Measure B has provided funding for a focus on adoption of zero emission vehicles. Progress is very encouraging, even though limited when the standard set by the Governor's executive order is considered.

This month, the TAM Commission approved rebates for 32 EV charging stations on two campuses of College of Marin, 117 EV charging connectors on various school campuses in San Rafael. The Executive Director, Anne Richman, was authorized to develop an agreement with Marin General Service Authority and MCE (formerly Marin Clean Energy) to collaboratively promote and facilitate use of EVs. To further support use of zero emission vehicles, the TAM board voted to increase rebate levels for charging stations, and for other changes that bring TAM's EV eligibility and application requirements in conformance with those of the county Drawdown program and those of MCE. Details can be found in the Oct 22, 2020 TAM Board meeting staff report Action Item 11.

FINANCIAL REPORTS

Quarterly Financial Report
As most agencies, TAM is unable to reasonably assess the final impact of COVID, now stretching into 2021. The current short quarterly financial report is a cash basis report.

For the three month period from July 2020 to Sept 2020, Sales Tax Measures (A and AA) disbursements (sales tax revenue) was 2.28 percent less than disbursements for the same period in last fiscal year (FY) 2019-20). Measure B, Vehicle Registration fee, was 0.48% less than the same period last year. Increased expenditures include the budget line for Innovative Technology, based on award of quick build grants for 11 projects to support business, services and institutions responding to the COVID pandemic.

Comprehensive Annual Financial Report (FY 19-20)
TAM's Comprehensive Annual Financial Report (CAFR) received a clean opinion from the CPAs and a Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association of the United States and Canada. In addition to a comprehensive report on the financial position of the agency, the report is also a resource of information about the economic drivers of revenues and expenses for the agency, and a history of project accomplishments for the previous fiscal year.

BUS ON SHOULDER OUTREACH

Executive Director, Anne RIchman, announced that TAM kicked-off the public outreach for the Part-Time Transit Lane study. The outreach effort includes a project webpage on the TAM website (www.tam.ca.gov/pttl), a press release, posters and post cards to be distributed on Golden Gate Transit and Marin Transit buses, a survey of transit riders and social media outreach.

The concomitant study will analyze the feasibility and potential benefits of allowing buses to bypass heavy traffic on US 101 by using the existing shoulder between Atherton Avenue/San Marin Drive in Novato and Mission Avenue in San Rafael. Buses would only use the shoulder when freeway travel speeds drop below 35 miles per hour, and bus maximum speed on the shoulder would be 35 miles per hour. Bus on shoulder has potential to reduce travel times for transit riders, thereby increasing transit use and potentially providing benefits to all commuters.

EXECUTIVE ORDER N-79-20

WHEREAS the climate change crisis is happening now, impacting California in unprecedented ways, and affecting the health and safety of too many Californians; and

WHEREAS we must accelerate our actions to mitigate and adapt to climate change, and more quickly move toward our low-carbon, sustainable and resilient future; and

WHEREAS the COVID-19 pandemic has disrupted the entire transportation sector, bringing a sharp decline in demand for fuels and adversely impacting public transportation; and

WHEREAS as our economy recovers, we must accelerate the transition to a carbon neutral future that supports the retention and creation of high-road, high-quality jobs; and

WHEREAS California's long-term economic resilience requires bold action to eliminate emissions from transportation, which is the largest source of emissions in the State; and

WHEREAS the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution; and

WHEREAS zero emissions technologies, especially trucks and equipment, reduce both greenhouse gas emissions and toxic air pollutants that disproportionately burden our disadvantaged communities of color; and

WHEREAS California is a world leader in manufacturing and deploying zero-emission vehicles and chargers and fueling stations for cars, trucks, buses and freight-related equipment; and

WHEREAS passenger rail, transit, bicycle and pedestrian infrastructure, and micro-mobility options are critical components to the State achieving carbon neutrality and connecting communities, requiring coordination of investments and work with all levels of governments including rail and transit agencies to support these mobility options; and

WHEREAS California's policies have contributed to an on-going reduction in in-state oil extraction, which has declined by over 60 percent since 1985, but demand for oil has not correspondingly declined over the same period of time; and

WHEREAS California is already working to decarbonize the transportation fuel sector through the Low Carbon Fuel Standard, which recognizes the full life cycle of carbon in transportation emissions including transport into the State; and

WHEREAS clean renewable fuels play a role as California transitions to a decarbonized transportation sector; and

WHEREAS to protect the health and safety of our communities and workers the State must focus on the impacts of oil extraction as it transitions away from fossil fuel, by working to end the issuance of new hydraulic fracturing permits by 2024; and

WHEREAS a sustainable and inclusive economic future for California will require retaining and creating high-road, high-quality jobs through sustained engagement with communities, workers and industries in changing and growing industries.

NOW THEREFORE, I, GAVIN NEWSOM, Governor of the State of California by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to pursue actions necessary to combat the climate crisis.

IT IS HEREBY ORDERED THAT:

1. It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

2. The State Air Resources Board, to the extent consistent with State and federal law, shall develop and propose:

    a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.

    b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.

    c) Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035.

    In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

3. The Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the

Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter, that:

a) Ensures coordinated and expeditious implementation of the system of policies, programs and regulations necessary to achieve the goals and orders established by this Order.

b) Outlines State agencies' actions to support new and used zero-emission vehicle markets for broad accessibility for all Californians.

4. The State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies, shall use existing authorities to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities, consistent with State and federal law.

5. The Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, shall update the biennial statewide assessment of zero-emission vehicle infrastructure required by Assembly Bill 2127 (Chapter 365, Statues of 2018) to support the levels of electric vehicle adoption required by this Order.

6. The State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, shall by July 15, 2021 identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:

a) Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.

b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.

c) Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.

7. The Labor and Workforce Development Agency and the Office of Planning and Research, in consultation with the Department of Finance and other State agencies, shall develop by July 15, 2021 and expeditiously implement a Just Transition Roadmap, consistent with the recommendations in the "Putting California on the High Road: A Jobs and Climate Action Plan for 2030" report pursuant to Assembly Bill 398 (Chapter 135, Statutes of 2017).

8. To support the transition away from fossil fuels consistent with the goals established in this Order and California's goal to achieve carbon neutrality by no later than 2045, the California Environmental Protection Agency and the California Natural Resources Agency, in consultation with other State, local and federal agencies, shall expedite regulatory processes to repurpose and transition upstream and downstream oil production facilities, while supporting community participation, labor standards, and protection of public health, safety and the environment. The agencies shall report on progress and provide an action plan, including necessary changes in regulations, laws or resources, by July 15, 2021.

9. The State Air Resources Board, in consultation with other State agencies, shall develop and propose strategies to continue the State's current efforts to reduce the carbon intensity of fuels beyond 2030 with consideration of the full life cycle of carbon.

10. The California Environmental Protection Agency and the California Natural Resources Agency, in consultation with the Office of Planning and Research, the Department of Finance, the Governor's Office of Business and Economic Development and other local and federal agencies, shall develop strategies, recommendations and actions by July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.

11. The Department of Conservation's Geologic Energy Management Division and other relevant State agencies shall strictly enforce bonding requirements and other regulations to ensure oil extraction operators are responsible for the proper closure and remediation of their sites.

12. The Department of Conservation's Geologic Energy Management Division shall:

    a) Propose a significantly strengthened, stringent, science-based health and safety draft rule that protects communities and workers from the impacts of oil extraction activities by December 31, 2020.

    b) Post on its website for public review and consultation a draft rule at least 60 days before submitting to the Office of Administrative Law.

IT IS FURTHER ORDERED that as soon as hereafter possible, the Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of September 2020.

_____

GAVIN NEWSOM
Governor of California

ATTEST:

_____

ALEX PADILLA
Secretary of State

COMMITTEE REPORT 5e:

SMART Report for October 2020

Provided by Dan Hillmer, Larkspur

The SMART Report for October 2020, provided by Dan Hillmer, Larkspur, can be viewed via the following link:

http://www.mccmc.org/wp-content/uploads/4e-SMART-Report-to-MCCMC.pdf

The SMART Report for October, 2020 consists of the following documents:

1. September 2, 2020 Report on SMART Cleaning Protocols and Enhanced Sanitation Measures (COVID-19)
2. October 7, 2020 Presentation on SMART Debt Refinancing Authorization
3. October 12, 2020, SMART Receives AA Rating on Refinancing its Construction Bond

October 22, 2020

Marin County Council of Mayors and Councilmembers

300 Tamalpais Drive
Corte Madera, CA 94925

Dear Eric Lucan, President of MCCMC and Mayors and Councilmembers,

I would like to formally submit my name for consideration as MCCMC representative to the League of Ca Cities North Bay Executive Committee. I have regularly attended the MCCMC virtual meetings since I was elected to the Novato City Council in 2019. As a representative of our Novato City Council, I am also serving on the Marin Recovers Economic sub-committee.

Please feel free to reach out to me directly if you have any questions. I appreciate your consideration.

Sincerely,

Amy

Amy S. Peele Councilmember City of Novato

415 – 328-0275

Kate Colin
Vice Mayor
San Rafael City Council

September 23, 2020

Eric Lucan
President
Marin County Council of Mayors and Councilmembers

Dear President Lucan and members of the MCCMC,

Please accept this letter confirming my interest to be considered for re-appointment to the Marin Transit District as the MCCMC representative.

The running of the SMART train, its continuation to Larkspur plus the imminent relocation of the San Rafael Bettini Transit Center are just a few of the projects that demonstrate how crucial the next years are for local transportation decisions. I understand the importance of having a strong public transportation infrastructure and would continue to work hard so that Marin Transit can continue to provide effective and efficient service. The past four years as a Marin Transit Director have flown by and I've continued to build on the foundation for understanding the changing and complex needs of our local transit.

I would be honored to serve an additional term and represent MCCMC.

Thank you for your consideration.

Kate Colin
Vice Mayor, San Rafael City Council

Brian L. Colbert
31 Magnolia Ave.
San Anselmo CA 94960

October 20, 2020

Dear MCCMC Colleagues:

I am writing to express my interest in continuing to serve as the MCCMC alternate to the Marin Transit District Board.

Since my appointment during the fall of 2020, I have worked tirelessly with the other directors and staff to address, ameliorate and remedy the myriad uncertainties and risks arising from the public health and economic fallout arising from COVID19 that continue to bedevil Marin Transit.

There are grave challenges for Marin Transit and every other local transit service in the United States. With these challenges come opportunities. I am able to collaborate with the other board members, members of the public, and the MCCMC to develop short and long-term policies to address these issues.

As a member of the Transportation Authority of Marin (TAM) and the TAM Administration, Projects & Planning Executive Committee, the Ross Valley Yellow Bus Transportation Services Joint Committee and the Representative from the San Anselmo Town Council to Safe Routes to School, I remain committed to advocating for multi-modal transportation in Marin County.

Finally, I continue to bring a Ross Valley perspective to the Transit Board, while keeping in mind and balancing the transportation needs and congestion challenges of Marin County as a whole. This perspective will complement that of the five County Supervisors, MCCMC Economic Ad-hoc Committee Co-Chair Kate Colin of San Rafael, and Eric Lucan of Novato.

It would be an honor and a pleasure to continue serving as MCCMC Alternate to the Marin Transit District Board. Thank you for your consideration.

Sincerely,

Brian L. Colbert

Vice-Mayor

San Anselmo City Council

September 20, 2020

MEMO TO: Eric Lucan, President, Marin County Council of Mayors and Councilmembers

MEMO FROM: Dan Hillmer, Councilmember, City of Larkspur

RE: Letter of Interest for consideration to represent MCCMC to SMART Board

Dear President Lucan:

I am writing this letter to express my interest in continuing to represent MCCMC as a member of the SMART Board of Directors for the upcoming term.

I believe my service, background and experience have been a good fit for the assignment and I have made it my top priority to represent the interests of all of the MCCMC members in my service to SMART.

I have had the great experience of helping support the Board to:

- Improve SMART service between Sonoma County Airport and employment centers in San Rafael and the Larkspur Ferry terminal connecting to the Financial District in San Francisco.

- Continue the work of the Board of Directors implementing Measure Q that Marin and Sonoma County voters passed and have been paying sales tax toward service for years, including extending service to Windsor and updating the strategic plan.

- Help represent the SMART Board during the current series of “listening forums” in Sonoma and Marin as the Board listens and learns about adaptations the public may support as SMART works to create a shared vision for the future.

- Address short and long term challenges, including organizational and financial restructuring during the current pandemic and beyond.

I very much appreciate the opportunity to serve the public interest in this capacity representing MCCMC to the SMART Board of Directors.

Thank You for the opportunity to serve, your continued support and consideration of this letter.

Best,

/daniel hillmer/

Dan Hillmer, Councilmember

City of Larkspur

cc: Eric Lucan

Farhad Monsourian

Dan Schwarz

MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
DRAFT AGENDA

Wednesday, January 27, 2021
To be hosted by the City of Larkspur, if in-person meetings are allowed to resume
Start time: TBD

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

4. **Presentation:**

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

   5.a. Metropolitan Transportation Commission – Supervisor Connolly
   5.b. Association of Bay Area Governments
   5.c. Marin Major Crimes Task Force Oversight Committee
   5.d. Marin County School Board Association
   5.e. Homeless Committee
   5.f. Marin County Disaster Council Citizen Corps
   5.g. Marin Transit
   5.h. Sonoma/Marin Area Rail Transit Commission
   5.i. Golden Gate Bridge & Highway Transportation District
   5.j. Transportation Authority of Marin
   5.k. MCCMC Legislative Committee
   5.l. Local Agency Formation Commission
   5.m Climate Change/Sea Level Rise Ad Hoc Committee

6. **Keynote Speaker: To be determined**

7. **Business Meeting**

   7.a. Review of Draft Agenda for the February 24, 2021 MCCMC Meeting Hosted by the City of Mill Valley, if in-person meetings are able to resume

   7.b. Consideration and Possible Action to Approve the Draft Minutes of the October 28, 2020 MCCMC Meeting Held Via Zoom Webinar

8:30 PM **ADJOURN: to the February 24, 2021 meeting hosted by the City of Mill Valley (if in-person meetings are able to resume)**
Deadline for Agenda Items – February 17, 2021 Please send to: *MCCMCSecretary@gmail.com*

Please note that a meeting of the Marin County City Selection Committee may be scheduled, if needed, to vote on any appointments to CAL ID Remote Access Network Oversight Committee

6.c.

MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS
DRAFT MINUTES

Wednesday, September 23, 2020
VIA VIDEOCONFERENCE
6:00pm

Members Present

Belvedere:	McAuliffe, McCaskill, Wilkinson
Corte Madera:	Beckman, Casissa, Kunhardt
Fairfax:	Ackerman, Coler, Goddard, Hellman
Larkspur:	Haroff, Hillmer, Paulson, Way
Mill Valley:	McEntee, Wickham
Novato:	Athas, Eklund, Lucan, Peele, Wernick
Ross:	Brekhus, Kircher, Kuhl, McMillan, Robbins
San Anselmo:	Colbert
San Rafael:	Colin, Gamblin,
Sausalito:	Cleveland-Knowles, Withy
Tiburon:	Fredericks, Thier

Ex Officio: MCCMC Secretary Rebecca Vaughn
Guests were: Supervisors Connolly, Rice and Rodoni; District Attorney Lori Frugoli; Nancy Hall Bennett, League of California Cities North Bay Division; Mark Van Gorder, PG&E Senior Government & Public Affairs, North Bay

Call to Order
President Eric Lucan called the meeting to order at 6:00p.m., and welcomed everyone to the meeting of the Marin County Council of Mayors and Councilmembers via webinar for September 23, 2020. A roll call of the Marin towns/cities was taken. He then opened the meeting with an icebreaker game of zoom Pictionary. And following the icebreaker, President Lucan honored outgoing President Elizabeth Brekhus and thanked her for her service to MCCMC as President for 2019-2020.

He then called for Public Comment.

Public Comment

1. Ann Wakeley, Larkspur - Stated that she is here along with her colleague Regina Bianucci Rus, representing the Marin County League of Women Voters to urge you to support Proposition 15, the California Schools and Local Communities Funding Act, which we call schools and communities first, and has also referred to as, split roll. The closer we get to November 3rd, the greater the flow of misleading and inaccurate assertions about this proposition. We're doing what we can to inform voters with factual, accurate information. Briefly, Proposition 15 would change California's property tax system to require regular market value property tax assessment of commercial and industrial properties. As you know, these assessments are currently made only when property is sold because of Prop 13, passed by voters in 1978.

   If Prop 15 passes, commercial and industrial properties will be reassessed and taxed based on market value, at least every three years. Proposition 15 protects small businesses by excluding properties valued at $3 million or less. Additionally, it eliminates the business personal property tax on fixtures and equipment for those with 50 or fewer employees, and it provides a $500,000 exemption for all of their businesses. Here is what Proposition 15 won't do. It won't impact residential properties of any kind. Residential properties, including apartments, mobile home

parks, assisted living facilities, anything residential, will continue to be taxed under the current system and will not be reassessed until sold.
The same goes for property used for agriculture. Proposition 15 exempts agricultural property from reassessment. This includes land and agricultural improvements such as barns, dairies, and orchards. Changing how commercial and industrial properties are taxed is estimated to up to $12 billion a year in additional funding for local governments and schools throughout California. So what will passing Proposition 15 mean for Marin County? First, by estimate, Marin County would receive about $72 million, once these changes are implemented. 60% would go to county and city governments and special districts, 40% to K-12 public schools and the College of Marin. Our county government is expected to get around $24,000. Cities would receive an amount dependent on the value of their commercial and industrial properties. The 40% designated for school districts will be pooled statewide, protected for use solely by K-12 public schools and community colleges and distributed based on the state's local control funding formula, with the addict guarantee that all school districts get a share. Passing Proposition 15 will provide much needed money to local governments in schools in Marin and throughout California. Thank you.

2. Regina Bianucci Rus - Spoke to address two arguments from the opponents of Prop 15. The first is that now is not the time to increase taxes on businesses, not when we are dealing with the impacts of wildfires in COVID-19, but the reassessment of commercial and industrial properties will not begin until July, 2022 and could be delayed longer. By then, our economy should be recovering from our current disasters. The second argument is that Prop 15 would negatively impact small business. The conclusion of a comprehensive economic report from Blue Sky Consulting Group is that as much as 84% of small businesses would actually see a reduction in their property taxes as a result of Prop 15. How can that be? Around 54% of all small businesses are home-based protected by Prop 13's assessment provisions. Further small businesses, defined as having 50 or fewer employees and property valued at less than 3 million would be exempt and have a 500,000 exemption for business personal property tax.

   The remaining 16% of small businesses that own premises that would be reassessed under Prop 15 might see an increase in cost depending on their circumstances. For the 10% of small businesses that rent premises that would be reassessed, the precise impact would depend on the disparity between the assessed and market value of their property. And the extent to which market forces allows landlords to raise rents for these businesses. Proposition 15's biggest financial impact would be on the very large corporate industrial and commercial enterprises. The Chevrons, Walmarts, Targets and Disneyland. An estimated 10% of these corporate entities would pay 80% of the total revenue anticipated.

   These corporations have national and international standing and are governed by stockholders and investors around the world. They are the ones that have benefited most from our current system of property assessment. They would finally be paying their fair share. The League of Women Voters of California have been working with a broad coalition of educators, labor, business, social justice organizations, and local community leaders first, to place Proposition 15 on the ballot, and now to encourage voters support. We hope you will join us in this effort. And if you have any further questions, you can please email us lwvmc@marinlwv.org. Thank you.

Seeing no further public comment, President Lucan proceeded to introduction of the guests in attendance: Supervisor Damon Connolly, Supervisor Katie Rice, Supervisor Dennis Rodoni, Mark Van Gorder, PG&E. He then continued with the presentation.

4. Presentations:

4A: Mark Van Gorder, PG&E Sr. Government and Public Affairs, North Bay - Presentation on PG&E's Community Wildfire Safety Program and Public Safety Power Shutoff work performed to date

President Lucan introduced Mr. Van Gorder and thanked him for providing this presentation to MCCMC.

Mr. Van Gorder thanked the mayors and council members joining the meeting, as well as the Supervisors in attendance.

He explained that his presentation is about PG&E's Community Wildfire Safety Program. A typical question that he will get is, why is our power off in our city or our town, or area, there's really no wind blowing. So that people understand, the power for our service territory is transmitted along these very large transmission towers. And these are 500, 1,000 volt towers. It drops down as it comes into our substations. And it basically casts a network of transmission lines that carries power from one location to another, to another. And it comes across primarily from this American Canyon Vallejo area, comes across Napa, Petaluma and it comes down North, even from the Santa Rosa Northern area down ultimately the pinpoint area is actually there in your city.

This substation is probably familiar to anyone who's driven North or South at the 37 interchange, this is one of our larger substations. And so the power will go out and it serves the entire area of Marin County via these lines. Again, these lines here are all transmission lines, so they carry a lot of power. They're not what we call distribution lines. The distribution lines run both overhead, those are the power poles that many people are used to seeing, and underground. And just as an example here, I'm just using an area here in Novato, the green shows underground circuits. So these homes here, they don't have the power poles you would drive in and around the road and see power poles. Over in this neighborhood where it's orange, we dropped down to street level, you'd see power poles, and this is our distribution system.

So really quickly, that is how power gets from one place to another. And I'm going to pull out here for just a second, and what I want to show is distribution lines. Each one of these triangles is a substation. So if we zoom into Bolinas, for supervisor Rodoni, if he's still with us. Here's a very small substation out in Bolinas, we could jump over to Mill Valley and take a look at the substation there. That substation is called Alto and here's that substation. So again, the green arrows represent the substations, each substation then has lines that go out overhead and then serve underground to all of your constituents, the businesses and the residents of Marin County. So I'm going to turn off the transmission lines, I want to keep the substations in here because that's going to come up as we move into the next part of the discussion.

But as you can see, those electric lines in various areas come over some high original lines and some dense vegetation areas. That's really a key message here is that those are those lines come over areas that get very high winds. Sometimes the offshore wind flows and very dense vegetation. I took a drive out today, out to Lake Berryessa over into Winters and that way. Part of me would encourage anyone to take that drive and take a look at how badly the damage from the fires there has been. It's sobering. So I'm going to move on from this Google Earth Presentation. This really is a quick summary, but our objective is to use the weather stations and high definition cameras to give us a good look.

You may have even heard that we have a fire watch in place, there may be a red flag warning coming up this weekend. Thankfully, and fingers crossed, we don't think that that is going to impact the North Bay, not Marin County as of today, weather patterns can change over time, but at the moment, we don't think that that's going to happen from our meteorology department. We have community resource

centers and system hardening sectionalizing devices. All of this, I will get into in detail in a moment. We have a number of what we call community resource locations with COVID in place. We have defaulted in many cases to outdoor areas so that people can have easier social distancing can sit in their cars and parking lots.

Our original intention, pre-COVID, was to be in hardened facilities. So by community centers, libraries, schools, wherever that works. So we do have a number of agreements in place both for indoor and for outdoor, where people can charge batteries. I visited a couple of the community resource centers during the fires in Napa, where children, when the power was out, some of them were doing their homework on laptops and Zoom meetings and that sort of stuff. We also hand out bottled waters and food and information.

The sectionalizing devices we're installing, some new sectionalizing devices that essentially keep the power in areas that we call tier one or they're not high fire threat district areas. The California Public Utilities Commission has designated where those high fire threat district areas are and that's not a PG&E decision.

I'm sure by now everyone is familiar with this. A large portion of Marin County is either in the orange tier two or the even a more critical tier three high fire threat areas. The great number of the population are thankfully not in those areas, but those sectionalized, which we'll go back to in a second, is essentially they're designed to island a protective area where we can provide power to businesses and residents and keeping the power from flowing up into these tier two and tier three areas where there might be ignition if a branch or a tree or a bird or an animal got into the wires and could ignite a fire that way. And so that's what these sectionalizers there've been 50 installed. New. There were already other sectionalizing devices existing. There are 50 new sectionalizers, again, the intent is to keep power on during a public safety power shutoff safely so it doesn't get up into the Hills.

We have something called temporary micro grids. For each of those substations that I showed you, we are prepared to dispatch generators to those various sites and provide power in the event, is a critical aspect, that those transmission lines, that I referenced earlier, those larger power lines, not the distribution, those transmission lines go to the substations. And if we had to de-energize or stop power flowing through those, and the substation wasn't able to receive the power and then distributed out to the residents and businesses. We have the capability to bring generators into the substations and that's the plan or all of the substations in Marin, except for the substation in Sausalito, where we have generators pre-staged just because of the challenges of getting into the very small and tricky substation there in Sausalito. So we've come up with a pre-stage plan for them.

It says here on the slide, but it will depend on the scope of the event, how many generators we might be able to dispatch but if it's a very broad event and we're running short on resources, we may not be able to provide generators everywhere. But this slide here, these target dates have been met. Finally, very helpful slide for yourselves and your constituents. I check this, I'm a bit of a weather geek, I'm rather interested in especially events that we're hearing about high fire threat and red flag warnings. I like to go check out pge.com/weather. We are in an elevated status if you go to this link and check it out, it'll show that some parts of our service territory in the North and the East, up in the Sierra Foothills, View County area, are in an elevated status right now, we're going to continue to monitor that it will move. If the weather continues to pose a significant threat for shutting off the power in those areas, we'll go from elevated to watch to warning, and we start to send the notifications out and our public safety specialists. We'll work with the office of emergency services in advance, and the messaging goes to the customers and the power shut off for safety in a fire event. Safety Action Center is a great place for constituents to get information, to prepare and again, backup power, prepare for power, down PSPS updates.

That is pretty much the presentation. Many of you, I think almost all of you, have my contact information. Some of you, if I'm sending too many emails or too much information, especially during this time of the year, please let me know. I don't want to overburden you, but I do like to be perhaps overcommunicative, especially at this time when we may be shutting power off and provide you and staff with the tools to get information out, to constituents so that they can be prepared to have power out or know where to go to get support.

Following the presentation, Mr. Van Gorder took questions from the audience. After Q&A concluded, President Lucan thanked Mr. Van Gorder for his time and continued with the business meeting.

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

5.a. Metropolitan Transportation Commission (MTC) - Written report from Supervisor Damon Connolly

5.b. Association of Bay Area Governments – Written report from Pat Eklund, Novato

5.c. Golden Gate Bridge, Highway and Transportation District - Written report from Alice Fredericks, Tiburon

5.d. MCCMC Legislative Committee - Written report from Alice Fredericks, Tiburon

5.e. Transportation Authority of Marin - Written report from Alice Fredericks, Tiburon,

5.f. Sonoma-Marin Area Rail Transit (SMART) - Written report from Dan Hillmer, Larkspur

5.g. MCCMC Climate Action Committee – No written report submitted

6. BUSINESS MEETING

6.a. Consideration and Possible Action to Adopt MCCMC Operating Budget for FY 2020-2021, With Annual Dues Lowered From $950 to $750 for 2020-21 Only

President Lucan introduced the item. Secretary Vaughn explained that the annual budget, as presented, does not change much from year to year, however the Executive Committee is recommending a one time reduction in one of the components, the Annual Dues paid by the member cities, in acknowledgement of the cost savings experienced over the previous 6 months. The primary cost savings is a result of the cancellation of two meetings and the need for online meetings, which has meant that there are no payments currently being made to the host cities. There is a budget line item for payments made to each month's host city for the cost of meeting attendance for the MCCMC President, Secretary and up to two of that city's guest speakers. The reduction recommended by the Executive Committee would reduce the Annual Dues from $950 to $750 for 2020-21, and the Executive Committee will meet in April next year to evaluate and discuss returning dues to their previous level for 2021-22.

President Lucan reported that the Executive Committee reviewed staff's recommendation and were unanimously in support of it as well.

There were no comments from the membership and no public comment was received in person or via email.

There was a motion and a second (Athas / Brekhus) to Adopt MCCMC Operating Budget for FY 2020-2021, With Annual Dues Lowered From $950 to $750 for 2020-21 Only.
The motion was approved unanimously by a roll call vote of the cities/towns present, 11-0

6.b. Announcement of Upcoming Expiration of Terms and Call for Letters of Interest for the Following Committee Appointments:

Expiration of the following terms were announced and Letters of Interest solicited:

6.b.1. MCCMC Representatives to League of California Cities, North Bay Division Executive Board for Calendar Year 2021.

It was announced that three seats have expiring terms: Representative, 2nd Representative and Alternate Representative for one year terms commencing January 1, 2021.

Regarding 6.b.1, there was a motion and a second (Athas / Fredericks) to nominate Eli Beckman for MCCMC Representative to League of California Cities North Bay Division. Mayor Beckman accepted the nomination and stated he would submit a letter of interest.

6.b.2 Marin County Transit Board of Directors

It was announced that two seats have expiring terms: Representative and Alternate Representative, for two-year terms commencing 1/2021. The incumbents, Kate Colin, San Rafael (Representative) and Brian Colbert, San Anselmo (Alternate Representative) have both indicated intent to submit letters of interest.

6.b.3 Sonoma/Marin Area Rail Transit Board of Directors (SMART)

It was announced that one seat has an expiring term: Board member, for 4 year term commencing 1/2021. The incumbent, Dan Hillmer, Larkspur, has indicated intent to submit a letter of interest.

6.c. Review of Draft Agenda for October 28, 2020 MCCMC Meeting To Be Hosted By The Town Of Fairfax If Return To In-Person Meetings Is Allowed

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

6.d. Informational Item Only: Draft Minutes of the June 24, 2020 MCCMC City Selection Committee Meeting

President Lucan noted that the minutes for the June 24, 2020 Marin County City Selection Committee were being presented as informational only, and would be voted on by the City Selection Committee at their next available meeting.

No public comments were received, in person or via email, regarding the draft minutes.

6.e. Approval of Draft Minutes of the June 24, 2020 MCCMC Meeting

President Lucan called for any edits or corrections to the June 24, 2020 draft minutes. Hearing none, he called for public comment. No public comments were received, in person or via email, regarding the draft minutes, and President Lucan called for a motion.

There was a motion and second (Fredericks / Brekhus) to approve the minutes of the June 24, 2020 MCCMC meeting. The motion was approved unanimously by roll call vote of the cities/towns present, 11-0.

Adjournment

President Lucan thanked everyone for attending and adjourned the meeting at 6:55pm to the next regular meeting scheduled for October 28, 2020 to be held in person, if possible, or via Zoom videoconference.