

MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS AGENDA

Wednesday, February 23, 2022

6:00pm

VIA VIDEOCONFERENCE ONLY

HOW TO PARTICIPATE IN THE MCCMC MEETING VIA ZOOM WEBINAR:

Join the Zoom Webinar at 6:00pm on February 23, 2022 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.

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

6:00 PM Welcome and Introductions

1. **Call to Order:** MCCMC President Sashi McEntee
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests:** President Sashi McEntee
4. **Presentations:**
 - 4.a. Bay Adapt and Sea Level Rise – impacts and costs for Marin

The San Francisco Bay Conservation and Development Commission (BCDC) will present on Bay Adapt, which provides recommended actions for adapting to sea level rise within the SF Bay Area. The presentation will summarize Bay Adapt and discuss some of the recommendations as it relates to Marin and its 11 cities/towns.

Presentation to be provided by Zack Wasserman, BCDC Commission Chair, and Dana Brechwald, Adapting to Rising Tides Program Manager.

Attachment 5b. Presentation slides

5. **Committee Reports (written reports only – to be published in agenda packet and posted on website, <http://www.mccmc.org/>)**

- 5.a. Metropolitan Transportation Commission (MTC)
 - 5a. Written report

- 5.b. Association of Bay Area Governments
5b. Written report from Pat Eklund, Novato
- 5.c. BCDC Report from North Bay representative on the San Francisco Bay Conservation and Development Commission (BCDC)
5c. Written report from Pat Eklund, Novato
- 5.d. Golden Gate Bridge, Highway & Transportation District
5d. Written report from Holli Thier, Tiburon
- 5.e. Marin Local Agency Formation Commission (LAFCo)
5.e. Written report not received at time of publication, agenda packet will be updated to include report once received
- 5.f. Sonoma-Marín Area Rail Transit District (SMART)
5f. Written report provided by Dan Hillmer, Larkspur
- 5.g. Transportation Authority of Marin
5.g. Written report provided by Alice Fredericks, Tiburon
- 5.h. MCCMC Homelessness Committee Report
5.h. Written report not received at time of publication, agenda packet will be updated to include report once received
- 5.i. MCCMC Climate Action Committee
5i. Written report not received at time of publication, agenda packet will be updated to include report once received
- 5.j. MCCMC Water Policy Ad Hoc Committee Report
5.j. Written report not received at time of publication, agenda packet will be updated to include report once received

6. Business Meeting

- 6.a. Review of Draft Agenda for March 23, 2022 MCCMC Meeting (In Person or Zoom, TBD)
Attachment 6a: Draft agenda for March 23, 2022 MCCMC Meeting
- 6.b. Consideration and Possible Approval of Draft Minutes of the January 26, 2022 MCCMC Meeting
Attachment 6b: Draft minutes of the January 26, 2022 MCCMC virtual meeting

7. ADJOURN: to the March 23, 2022 meeting, (In-person or virtual, to be determined)

Deadline for Agenda Items – March 16, 2022 Please send to: MCCMCSecretary@gmail.com



*Marin County Council Mayors and
Councilmembers*

February 23, 2022

Zack Wasserman, Commission Chair

*Dana Brechwald, Adapting to Rising Tides Program Manager
Bay Conservation and Development Commission*

***2/3 of
California's sea
level rise
impacts will be
felt in the Bay
Area***

Photo: Levee Breach near Highway 37 (February 26, 2019)
Photo courtesy of Ghilotti Construction Company



ALREADY SEEN: *+ 8 inches SLR*

PROJECTED BY 2050: *+ 12 to 32 inches*

END OF CENTURY: *10+ feet?*

*No matter where
you live,
shoreline
flooding will
impact everyone
in the Bay Area*

*What's at risk?
(40- 100 years)*



5 million
daily highway
vehicle trips

60,000 daily
rail commuters



13,000 existing
housing units

104,000
existing jobs

70,000 new,
planned housing
units

85,000 new,
planned jobs



28,000 socially
vulnerable
residents



20,000 acres
of depressional
wetlands,
lagoon and tidal
marsh habitat

Vulnerability and Consequence Across 10 TWs

*Regional Scale**

*Local Assessment
Scale*



Transportation



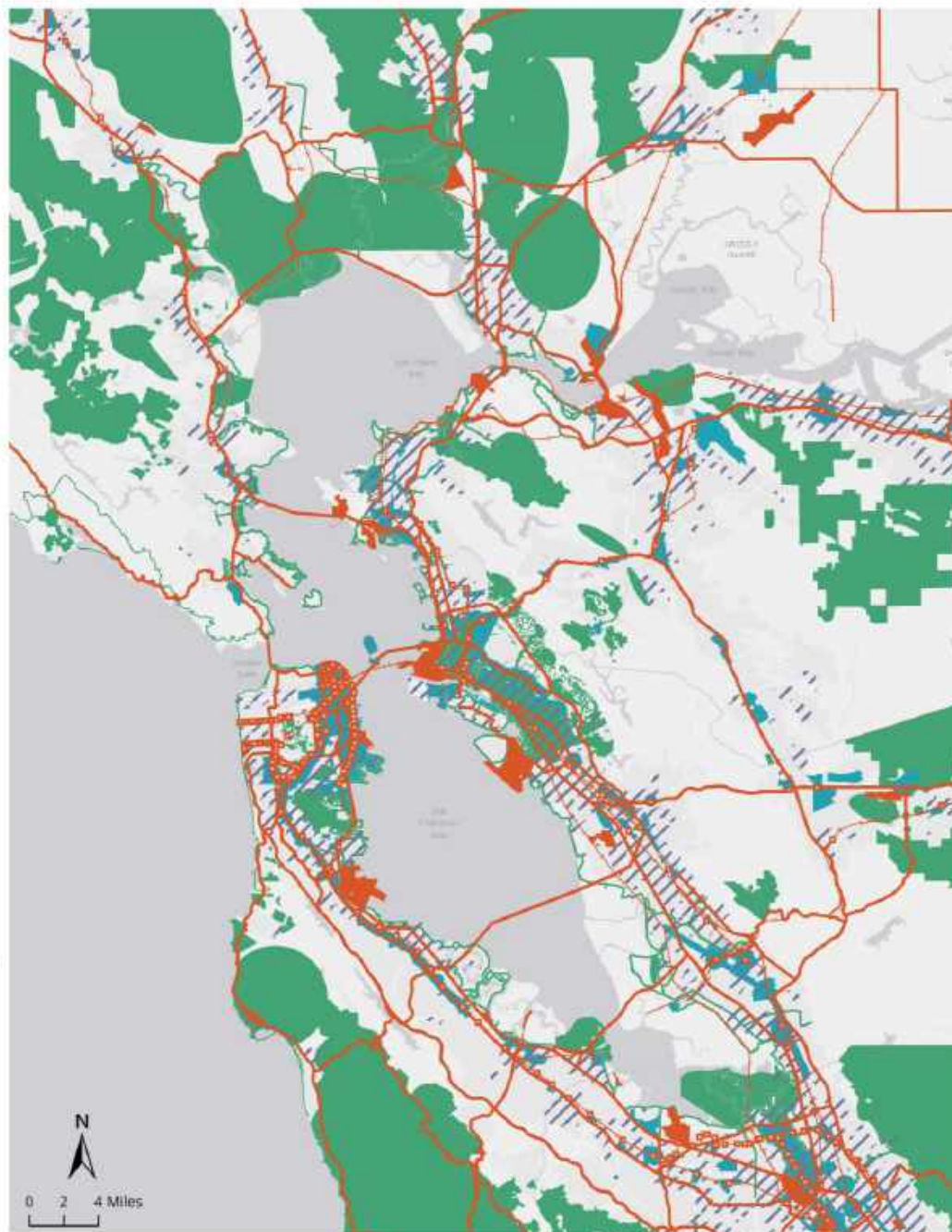
Vulnerable Community



Priority Conservation Area

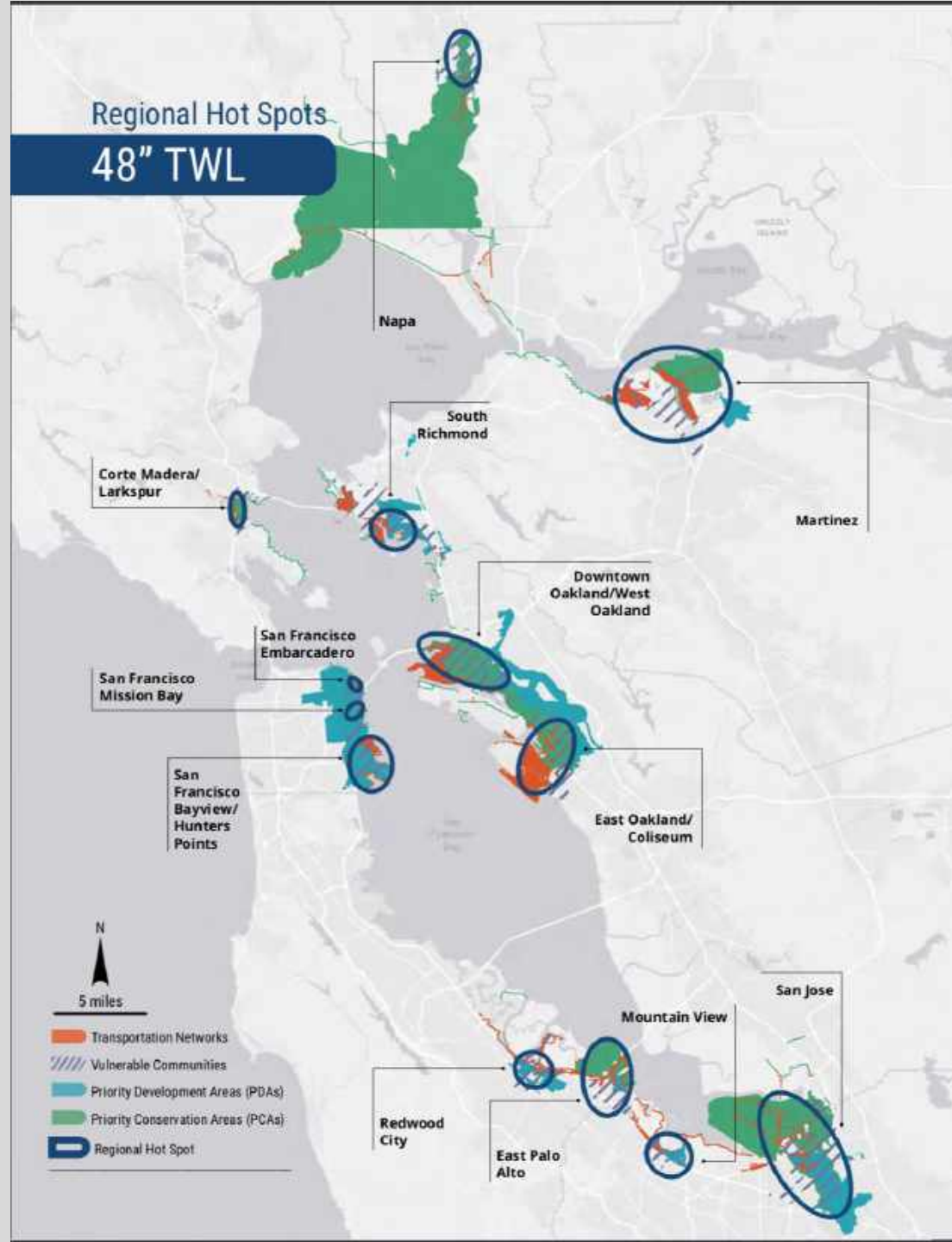


Priority Development Area

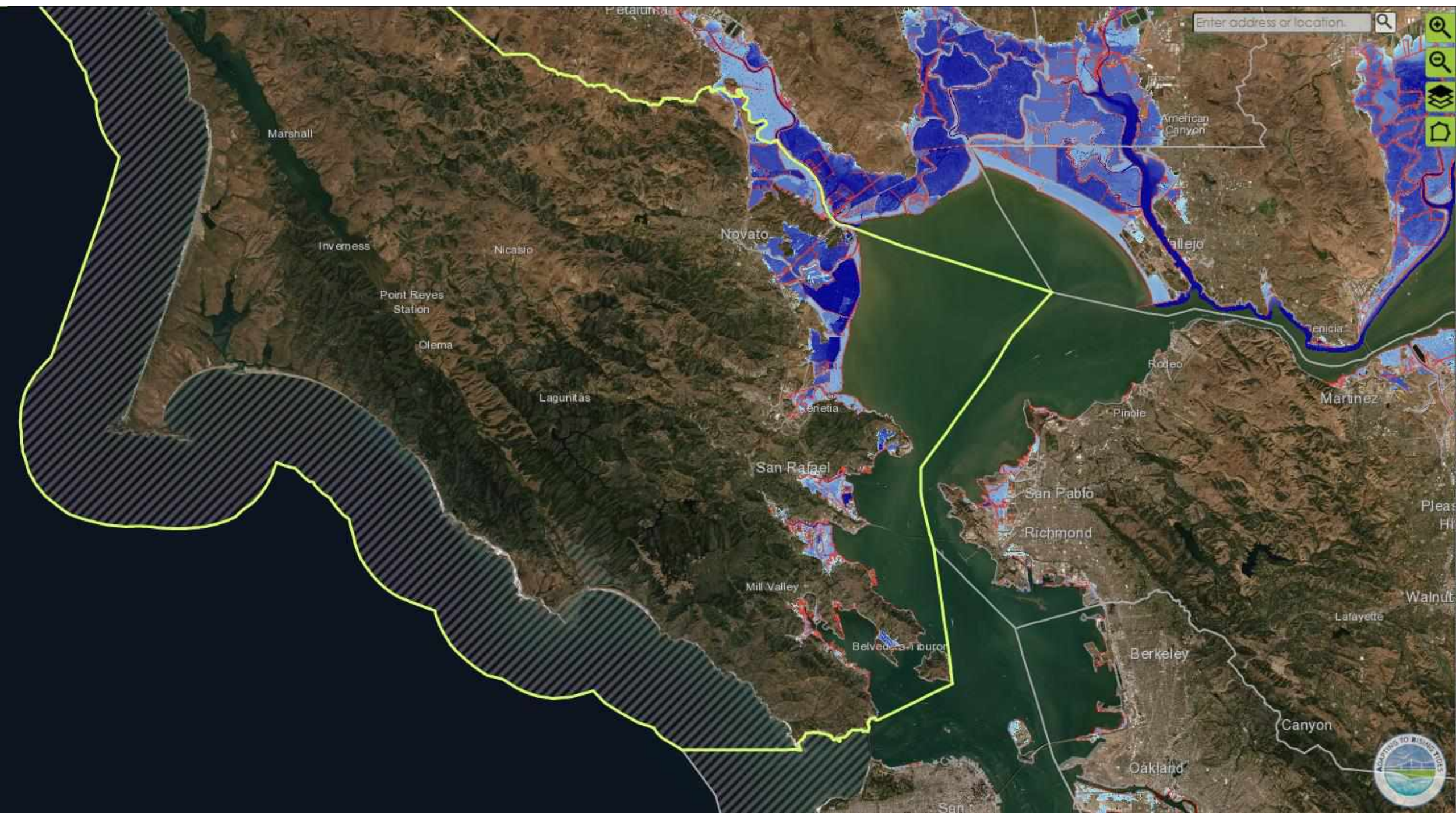


10/29/19

Service Layer Credits: Esri, HERE, Garmin, (c)
OpenStreetMap contributors, and the GIS



***“Hot Spots”
emerge as areas
of highest
consequence***

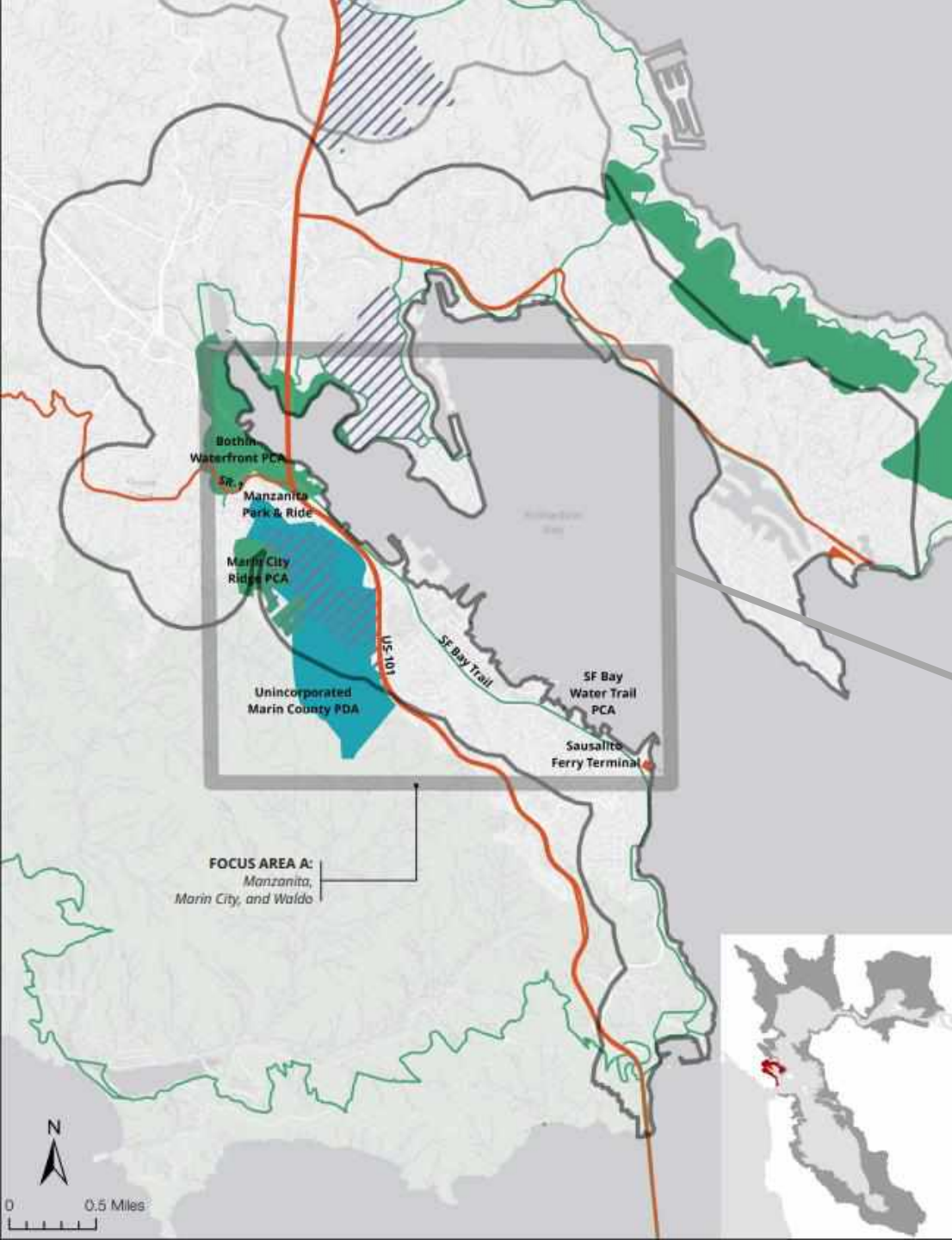


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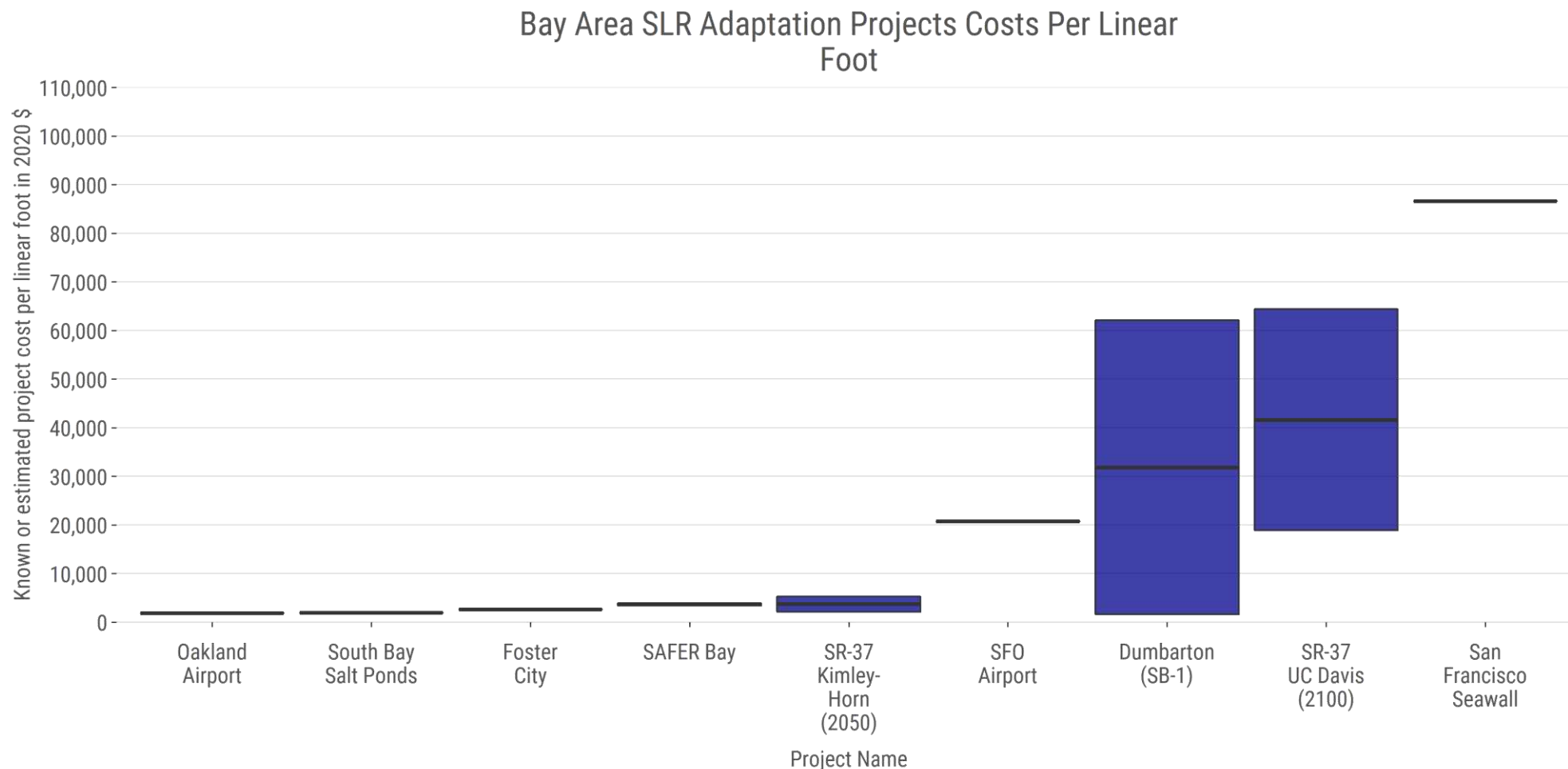
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Marin City Impacts



Regional Systems Impacted	12"	24"	36"	48"	52"	66"	77"	84"	96"	108"
SR-1										
Manzanita Park & Ride										
US-101										
San Francisco Water Trail PCA										
San Francisco Bay Trail PCA										
Bothin Waterfront PCA										
Local Roads										
Marin City Community										
Sausalito Ferry Terminal										
Unincorporated Marin County PDA										

How much does the region need to adapt to SLR?



- *MTC 2020:*
\$19B for 2ft
SLR
- *UC Berkeley:*
\$40B for 3.3ft
- *UC Berkeley:*
\$147B for 6.6ft

Overall average: \$2, 600 - \$5, 250 per linear foot

What is the current regional funding gap?



Category	Definition	2 Feet of SLR by 2050 (30-year Funding Period)	6.6 Feet of SLR by 2100 (80-year Funding Period)
Potential Total Annual Need for the Region	Estimates of Total Annual Adaptation Costs for the Region	\$633 million	\$1,825 million
Potential Total Existing Annual Funding for the Region	1%-5%* of Total City and Special District Expenditures & State and Federal Revenue	\$63.7 million - \$318.5 million	\$63.7 million - \$318.5 million
Potential Total Annual Funding Gap for the Region	Additional Annual Funding Needed for the Region	\$315 million – \$570 million	\$1,507 million – \$1,761 million

The Total Annual Funding Gap can be expressed as:

Potential	% Bay Area GDP Annual Funding Gap	0.05% – 0.1%	0.25% – 0.3%
	Per Capita Annual Funding Gap	\$41 - \$74	\$196 - \$229
	Per Household Annual Funding Gap	\$117 - \$211	\$558 - \$652
	Per Parcel Annual Funding Gap	\$166 – \$300	\$793 – \$927

What is Bay Adapt?



*A regional, consensus-driven strategy that lays out the actions necessary to adapt the Bay Area to rising sea level to protect **people** and the **natural** and **built environment***

Bay Adapt Leadership Advisory Group



Ana Alvarez, East Bay Regional Parks

Tessa Beach, Ph.D., US Army Corps of Engineers

David Behar, San Francisco Public Utilities Commission

Allison Brooks, Bay Area Regional Collaborative

Amanda Brown Stevens, Greenbelt Alliance

Paul Campos, Building Industry Association

Warner Chabot, San Francisco Estuary Institute

John Coleman, Bay Planning Coalition

Dina El Tawansy, Caltrans

Tian Feng, Bay Area Regional Transit (BART)

Julio Garcia, EJ Advisor

Ms. Margaret Gordon, West Oakland Environmental Indicators Project

Terrie Green, Shore Up Marin City

Amy Hutzel, State Coastal Conservancy

Alicia John-Baptiste, SPUR

Melissa Jones, Bay Area Reg. Health Inequities Initiative (BARHI)

David Lewis, Save the Bay

Mark Lubell, Ph.D., UC Davis

Therese McMillan, MTC / ABAG

Mike Mielke, Silicon Valley Leadership Group

Michael Montgomery, SF Regional Water Quality Control Board

Barry Nelson, BCDC

Sheridan Noelani Enomoto, NorCal Resilience Network

Sup. David Pine, San Mateo County/ SF Bay Restoration Authority

John Bourgeois, Coastal Hazards Adaptation Resiliency Group (CHARG)

Bruce Riordan, Bay Area Climate Adaptation Network (BayCAN)

Caitlin Sweeney, San Francisco Estuary Partnership

Laura Tam Resources Legacy Fund

Will Travis, Independent Consultant

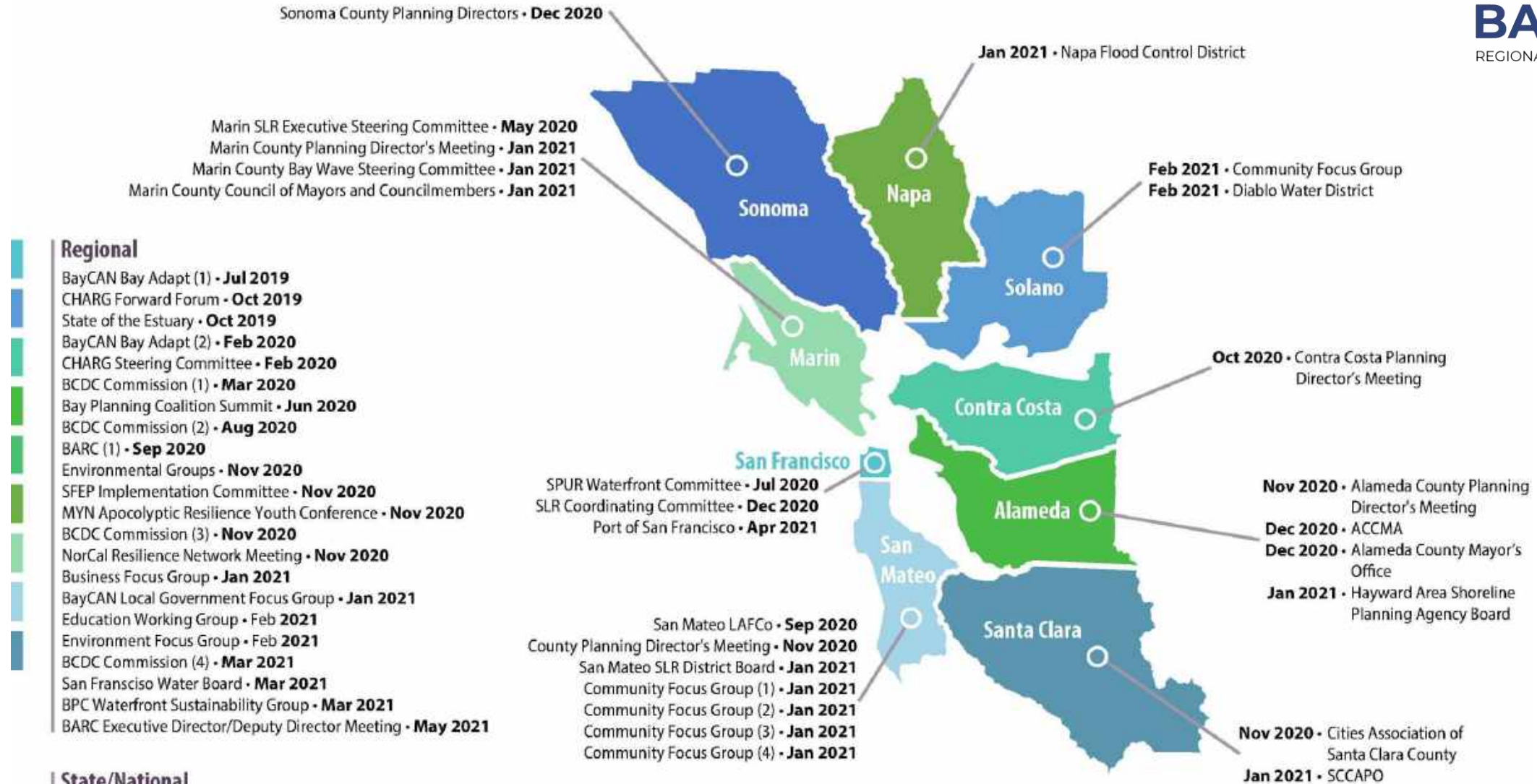
Jim Winderman, Bay Area Council

Zack Wisserman, BCDC



Guiding Principles

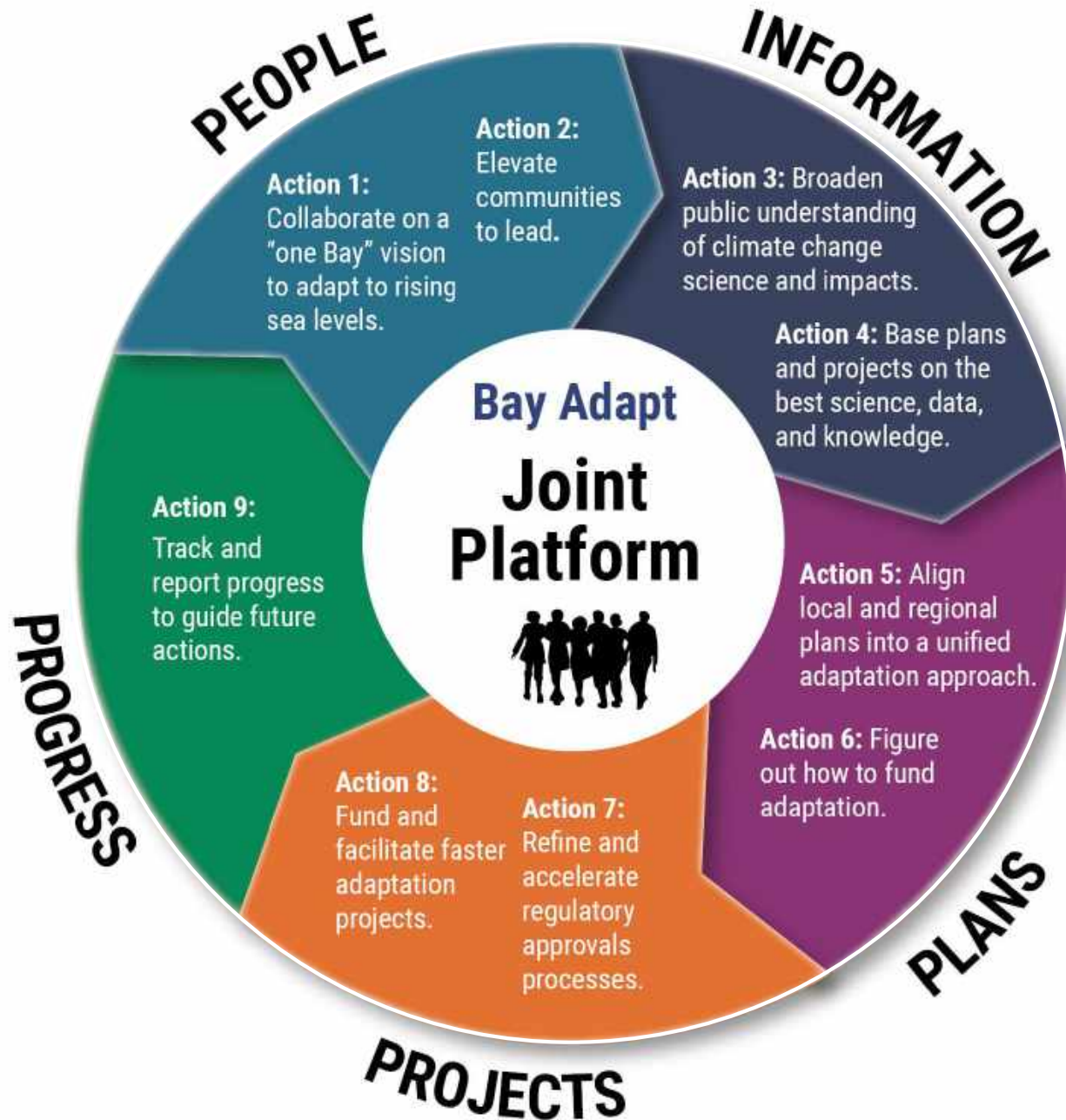
- ▶ Support socially vulnerable communities
- ▶ Put nature first whenever possible
- ▶ Solve interconnected problems at the same time
- ▶ Practice inclusive, community-led governance and decision-making
- ▶ Support existing efforts but plan for the long term
- ▶ Pick the right strategy for the right place at the right time



What will this mean for Bay Area communities?

- *Reduced flood risk*
- *Protection of natural areas*
- *Equitable support for low- income communities*
- *Community- focused local plans*
- *Accelerated permitting & project construction*
- *Technical assistance*
- *More funding*

*Faster, better and more equitable
adaptation to sea level rise*



5 Categories

9 Actions

21 Tasks

1 Bay Strategy

*Bay Adapt
9 Actions*



*First Set of
Shared
Initiatives*

*BCDC- Led
Initiatives*

What's Coming in 2022

- *Updated leadership structure*
- *Drafting of Equity Strategy*
- *Advocating for funding*
 - *First “flush” of funding for capacity building, planning, and shovel- ready projects*
 - *Longer- term funding to build programs*
- *Kicking off key initiatives*
- *Finding or establishing working groups for key topics*
 - *Regional Shoreline Adaptation Plan*
 - *Regulation*
 - *Equity*
 - *Climate science and technical assistance*

State and Regional Agencies

- Association of Bay Area Governments
- Bay Area Regional Collaborative (BARC)
- BCDC
- CA State Controller
- Caltrans
- Delta Stewardship Council
- SF Regional Water Quality Control Board
- State Coastal Conservancy
- State Lands Commission

Cities and Counties

- County of Marin
- County of Santa Clara
- County of Sonoma
- City of Alameda
- City of Albany
- City of Berkeley
- City of Corte Madera
- City of El Cerrito
- City of Hayward
- City of Pleasanton
- City of San Leandro
- Town of San Anselmo

Other – Public

- Alameda County Mayor's Conference
- Bay Area Clean Water Agencies (BACWA)
- Coastal Hazards Adaptation Resiliency Group (CHARG)
- Contra Costa County Sustainability Commission
- East Bay Dischargers (EBDA)

Others – Non and For Profit, Individuals

- Bay Area Council
- Bay Planning Coalition
- Building Industry Association
- Dr. Mark Lubell, UC Davis
- Rise South City
- Friends of Five Creeks
- Greenbelt Alliance
- Exploratorium
- Marin Conservation League
- NHA Advisors
- NorCal Resilience Network
- Nuestra Casa
- San Francisco Estuary Institute
- Silicon Valley Leadership Group
- SPUR

And more on the way...

Join Others Around the Bay in Endorsing Bay Adapt!

*Model letter and
resolution available*



www.bayadapt.org

[ABOUT ↓](#)

[BAY ADAPT ↓](#)

[RESOURCES ↓](#)

[CONTACT US](#)

THE BAY IS RISING.
THE TIME TO COME
TOGETHER TO ACT IS NOW



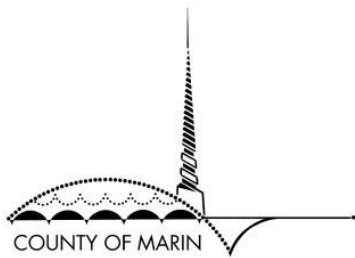
[What is Bay Adapt?](#)



[A Rising Bay](#)



[News & Events](#)



BOARD OF SUPERVISORS

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415 473 3645 F
415 473 6172 TTY
DConnolly@marincounty.org
www.marincounty.org/bos1

February 23, 2022

Via email smcentee@cityofmillvalley.org

Sashi McEntee, President

Marin County Council of Mayors and Councilmembers

Dear President McEntee:

Following is an update on topics of note from the Metropolitan Transportation Commission (MTC) meeting on February 23, 2022, and recent committee meetings. Please share this update with your membership.

Hybrid Meetings

MTC is moving to hybrid meetings on March 31, 2022. Hybrid Brown Act meetings will allow for virtual and in-person attendance, so the increased public participation achieved in virtual meetings continues. Commissioners who opt to join hybrid meetings virtually will need to comply with the original Brown Act requirements including the noticing of the remote location from which they participate.

ATP Cycle 6 Guidelines

The Commission adopted the 2023 Regional Active Transportation Program (ATP) Cycle 6 Guidelines. \$50 million in new programming covering 2023-2027 will be available. MTC staff-led technical assistance is part of the program, providing early application assistance and screening over the next few months up to the application deadline. Applications for the Regional and Statewide ATP funds are due by June 15th.

Points will continue to be awarded to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy. The Governor proposes augmenting the ATP by \$500 million as part of the Governor's January budget. The additional funds may increase programming capacity for Cycle 6, and potentially also fund unsuccessful projects from the prior Cycle 5.

As always, I welcome your input and questions.

Sincerely,

Damon Connolly

cc: Rebecca Vaughn mccmcsecretary@gmail.com

ABAG Report to MCCMC¹

February 2022

EXECUTIVE SUMMARY:

- 1) **ABAG Brown Act Hybrid Meetings:** ABAG will be testing the hybrid environment in March 2022, so that any issues encountered can be corrected before the ABAG Brown Act hybrid meeting environment is launched in April 2022. On March 17, 2022, the ABAG Executive Board will 'test' the ability to conduct 'hybrid' meetings where some Board members will be participating in-person and others will be attending virtually. It is anticipated that Governor Newsom will allow AB 361 to sunset on March 31, 2022. AB 1944 and AB 1733 have been introduced to change aspects of the Brown Act (local agencies) and the Open Meeting Act (state agencies) to make it easier to conduct virtual meetings.
- 2) **San Francisco Estuary Partnership:** In February, the ABAG Executive Board accepted \$950,000 from the U.S. Environmental Protection Agency to implement the San Francisco Estuary Blueprint under the National Estuary Program. Meanwhile, the 2022 update of the Blueprint has been under development for the past two years should be finalized by the summer. It maintains the overall structure of the 2016 plan of actions to be carried out over five years, connected to longer-term goals and objectives with a target of 2050 for a healthy, resilient Estuary. It includes 25 immediate priorities for achieving a healthier Estuary and makes the findings on how healthy is the estuary; and, can we improve the health of the estuary?

ABAG Brown Act Hybrid Meetings: In March 2020, Governor Newsom signed an Executive Order that allowed public agencies to meet virtually due to COVID-19 for one year. On September 2021, Governor Newsom signed AB 361 that extended the flexibilities provided in the prior executive order enabling public agencies to meet remotely and waives noticing requirements during the COVID-19 emergency through March 31, 2022.

Beginning at the expiration of the current emergency order (March 31, 2022), the agency will implement hybrid Board and Committee meetings. Hybrid Brown Act meetings will allow for both virtual and in-person attendance, so the increased public participation achieved in virtual meetings continues. Board members who opt to join hybrid meetings virtually will need to comply with the original Brown Act requirements including the noticing of the remote location from which they will participate. Beginning at the expiration of the emergency order (March 31, 2022) Board Members that choose to attend virtually or via phone will be required to provide a public notice of their remote location so the public can access those locations. Staff is requesting that Board Members provide their public office locations to the Board Clerk so those addresses can be noticed. Those locations need to be made available to the public during the noticed meeting to allow the public to attend/view the meeting from that location, even if the Board Member chooses to attend the meeting in person. This will provide the Board Member with maximum flexibility and satellite locations for the public to attend and view hybrid Brown Act meetings.

Meanwhile, on February 10, 2022, AB 1944 and AB 1733 have been introduced with proposed changes to the Brown Act (applies to local agencies/commissions) and Bagley-Keene Open Meeting Act (applies to state agencies/commissions), respectively to make it easier to conduct Hybrid meetings by changing the notice requirements for virtual attendance. The draft changes are SMALL STEPS to make it easier for hybrid meetings. The ABAG Executive Board will be discussing these bills in March 2022.

San Francisco Estuary Partnership: In February, the ABAG Executive Board accepted up to \$950,000 from the U.S. Environmental Protection Agency to implement the San Francisco Estuary Blueprint under the National Estuary Program. These funds, along with others, will assist in sustaining a healthy Estuary while addressing the impacts of climate change, including prolonged drought and rising seas. This will require collaboration, adaptation, flexibility, and resilience among all engaged communities and agencies.

The San Francisco Estuary Partnership (SFEP) is one of 28 programs mandated under Section 320 of the Clean Water Act, the National Estuary Program (NEP). The Bipartisan Infrastructure Investment and Jobs Act passed by Congress in November 2021 included \$132 million for the National Estuary Program over five years. The funding will be allocated

¹ Marin County Council of Mayors and Councilmembers (MCCMC)

through the US EPA to each of the 28 National Estuary Programs for implementation of Comprehensive Conservation and Management Plans, known as the Estuary Blueprint for the San Francisco Estuary.

The San Francisco Estuary Partnership's Blueprint is a collaborative agreement about what should be done to protect and restore the Estuary—a road map for restoring the Estuary's chemical, physical, biological, and social-ecological processes to health. The Estuary Blueprint does not hold regulatory authority but identifies consensus-based, collaboratively identified regional priorities, and tracks progress on achieving the Blueprint's actions via publicly available websites and documents.

The first Estuary Blueprint (then known as the CCMP) was produced in 1993 after several years of status assessments and policy discussions in which over 100 different stakeholder groups took part. It was the first plan to recognize that the Bay and the Delta should be managed as one Estuary and remains the only plan of such scope to date. After 14 years of implementation, the CCMP was updated in 2007 to include new and revised actions while maintaining many actions from the original.

In 2016, the CCMP was revised to reflect the changing context of Estuary management, with a new focus on the need to plan for and adapt to climate change. The 2016 CCMP created a closer alignment with the State of the Estuary Report, which tracks the health of the Estuary and is updated every four to six years. It also represented a major overhaul of earlier versions, reducing over 200 actions to 32 actions with a clear five-year timeframe for implementation of each action's tasks. The document was retitled the Estuary Blueprint to reflect this shift.

The **2022 Estuary Blueprint** which has been under development for the past two years should be finalized by the summer. It maintains the overall structure of the 2016 plan of actions to be carried out over five years, connected to longer-term goals and objectives with a target of 2050 for a healthy, resilient Estuary. It includes 25 immediate priorities for achieving a healthier Estuary and makes the following findings:

How Healthy is the Estuary?

- The upper Estuary (Suisun Bay and the Delta) is in fair to poor condition and getting worse, while the lower Estuary (San Francisco Bay) is in better health but jeopardized by climate change.
- Freshwater inflows and beneficial floods now exert such a small fraction of their former influence that they no longer build and maintain the physical structure of habitats in the Estuary, drive historical seasonal changes, or support critical ecological functions.
- Changes to the hydrology of the Estuary's watersheds and the diking of tidal areas have eliminated estuarine wetlands and deprived the remaining wetlands of the sediment they need to build up their elevation in relation to sea level rise.
- This impairment of critical physical processes is intertwined with habitat loss, degradation, and fragmentation.
- These losses of physical processes and habitats have reverberated throughout biological systems, contributing to unproductive food webs, smaller and declining native fish and wildlife populations, and the dominance of invasive species.
- Certain indicators of both human and ecological health, such as the amount of open green space, demonstrate an inequitable distribution across communities in the Estuary.
- Human activities have severely altered the physical processes that create and maintain estuarine habitats and the benefits they provide to people; however, estuary habitat restoration efforts have increased shoreline protection from sea level rise and storms, provided the public with access to nature and open space, supported endangered species, increased opportunities for carbon sequestration, and increased the aesthetic beauty of a highly populated area.

Can We Improve the Health of the Estuary? The State of the Estuary Reports suggests that we can restore some aspects of ecosystem health when we choose to make the investment.

- Water quality has improved over the last few decades due to better management and regulation, though some legacy contaminants remain a problem.
- Focused collaboration, along with significant funding, has resulted in large gains in tidal marsh restoration over the last two decades. Improvements in marsh-dependent wildlife populations are now detectable.

- Investments in water conservation and recycling in urban areas are reducing demand for potable water, even while population is increasing.
- Despite these gains, impacts from climate change jeopardize the health of all parts of the Estuary.

UPCOMING MEETINGS²

- **February 23, 2022 – Metropolitan Transportation Commission, 9:35 am**
MTC Bay Area Toll Authority, 9:40 am
MTC Bay Area Headquarters Authority, 9:45 am
MTC Bay Area Infrastructure Financing Authority, 9:50 am
- **February 28, 2022 -- MTC Fare Integration Task Force, 12:30 pm**
MTC Clipper Executive Board, 1:30 pm
- **March 9, 2022 -- MTC Bay Area Toll Authority Oversight Committee, 9:35 am**
MTC Administrative Committee, 9:40 am
MTC Programming and Allocation Committee, 9:45 am
MTC Policy Advisory Council, 1:30 pm
- **March 11, 2022 -- MTC Operations Committee, 9:35 am**
Joint MTC ABAG Legislation Committee, 9:40 am
Joint MTC Planning Committee and ABAG Administrative Committee, 9:45 am
ABAG ACFA Governing Board, 1:30 pm
ABAG Executive Board, 1:45 pm
- **March 17, 2022³ -- ABAG Power Executive Committee, 11:00 am**
ABAG Finance Committee, 5:00 pm
ABAG ACFA Governing Board, 5:15 pm
ABAG Executive Board, 5:30 pm
- **March 18, 2022 -- Bay Area Regional Collaborative, 10:05 am**
- **March 21, 2022 -- MTC Clipper Executive Board, 1:30 pm**
- **March 23, 2022 -- Metropolitan Transportation Commission, 9:35 am**
MTC Bay Area Toll Authority, 9:40 am
MTC Bay Area HQ Authority, 9:45 am
MTC Bay Area Infrastructure Financing Authority, 9:50 am
Special BA Toll Authority Oversight Committee Asset Management Group, 1:30 pm
- **March 24, 2022 -- ABAG San Francisco Bay Trail Steering Committee, 1:00 pm**
- **March 30, 2022 -- Bay Area Partnership Board, 1:00 pm**

² All meetings are conducted via Zoom, webcast, teleconference, unless noted otherwise. <https://mtc.legistar.com/> If you have questions, contact Pat Eklund, Councilmember, City of Novato at 415-883-9116 or via email at: pateklund@comcast.net.

³ Meetings will be “Hybrid” which means that some Board members will be in-person; and, others will be virtual as indicated on the agenda.

Bay Conservation and Development Commission (BCDC)February 2022 Report to North Bay Cities¹

February 2022

EXECUTIVE SUMMARY:

- 1) **New Report on Sea Level Rise in the United States:** Dr. Benjamin Hamlington, Research Scientist in the Sea Level and Ice Group of NASA's Jet Propulsion Laboratory, provided an update on the most recent data on rising sea levels to the Commission. Dr. Hamlington, a member of the national interagency sea level rise task force led by the National Oceanic and Atmospheric Administration (NOAA), announced that the soon to be released report entitled "*Global and Regional Sea Level Rise Scenarios for the United States*" concludes that "sea level along U.S. coastlines will rise between 10 to 12 inches on average above today's levels by 2050.
- 2) **Howard Terminal Bay Plan Amendment 2-19:** The Commission received an update on the Oakland Athletics request to amend the San Francisco Bay Plan and Seaport Plan to remove the Port Priority Use designation at Howard Terminal at the Port of Oakland. The briefing included an overview of the Seaport Plan and the process/timeline for considering the amendment.
- 3) **BCDC revised regulations implementing the California Environmental Quality Act (CEQA):** The Commission adopted revised regulations that clarify when BCDC will be the CEQA lead agency for future Bay Plan amendments and/or permit applications.

New Report on Sea Level Rise in the United States: Dr. Benjamin Hamlington, Research Scientist in the Sea Level and Ice Group of NASA's Jet Propulsion Laboratory, provided an update on the most recent data regarding rising sea levels. He indicated that flooding is linked to sea level rise and provided this example for Stinson Beach.

Dr. Hamlington is also a member of the national interagency sea level rise task force, led by the National Oceanic and Atmospheric Administration (NOAA,). He announced that the report entitled "Global and Regional Sea Level Rise Scenarios for the United States" would be released mid-month.

The interagency report which was released in mid-February shows that NASA, NOAA, USGS, and

Without intervention, flooding linked to rising seas could damage or destroy between 200 and 400 of Stinson Beach's 775 homes by 2030.



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

other U.S. government agencies project that the rise in ocean height in the next 30 years **could equal the total rise seen over the past 100 years.** To download the report click: [Global and Regional Sea Level Rise Scenarios for the United States \(windows.net\)](https://www.windows.net) .

The report concludes that “sea level along U.S. coastlines will rise between 10 to 12 inches on average above today’s levels by 2050. It also states that due to the emissions we’ve already put into the atmosphere, 2 feet of sea level rise is “increasingly likely between 2020 and 2100,” the NOAA report notes. The report notes that if we don’t take action to seriously curb emissions now, the Greenland and Antarctic ice sheets could be seriously affected with increased warming. Ice sheet projections are difficult to model, but in a worst-case scenario, increasing temperatures could add an additional 1.5 to 5 feet (0.5 to 1.5 meters) of rise to what we can currently expect—meaning sea levels could rise a total of between 3.5 feet and 7 feet (1.1 and 2.1 meters) by 2100. That’s a much different world than the one we live in now.

NASA’s Sea Level Change Team, led by Hamlington, has also developed an [online mapping tool](#) to visualize the report’s state-of-the-art sea level rise projections on a localized level across the U.S. “The hope is that the online tool will help make the information as widely accessible as possible,” Hamlington said.

Howard Terminal Bay Plan Amendment 2-19: The Commission received a brief update on the request by the Oakland Athletics to amend the San Francisco Bay Plan and Seaport Plan to remove the Port Priority Use designation at Howard Terminal at the Port of Oakland in the City of Oakland (BPA 2-19). The briefing included an overview of the Seaport Plan and an overview of the process and timeline for considering the amendment on the Port Priority Use designation coming later in 2022.



In 2019, the State Legislature adopted AB 1191 that requires BCDC to determine, “whether the Howard Terminal property (55 acres) and adjacent areas designated for port priority use, or portions of them, are no longer required for port priority use and shall be deemed free of the port priority use area designation for purposes of the Oakland Sports and Mixed-Use Project, or whether these areas are needed for port priority use and should continue in port priority use designation.” BCDC is required to make this determination within 140 days of certification of the City of Oakland’s Final Environmental Impact Report for the Oakland Waterfront Ballpark District. If BCDC approves the their request to remove the Port Priority Use by approving the Bay Plan Amendment 2-

19, then the project will be required to obtain a BCDC Major Permit. If the A’s don’t enter a binding agreement by 2025, the Port Priority Use designation is automatically reinstated.

BCDC established a Seaport Planning Advisory Committee composed of representatives from the five Bay Area Ports, BCDC, MTC, the Association of Bay Area Governments, the federal Maritime Administration, Caltrans, and Save the Bay. This Committee recommended and the Commission agreed to use a new Cargo Forecast that was approved by the Committee in May 2020 and any other information needed to determine whether Howard Terminal is needed for Port Priority Use.

BCDC will conduct at least two public hearings in May and June on whether these 55 acres remains a port priority use area. The statutory deadline for BCDC’s determination is July 5, 2022.

BCDC revised regulations for implementing the California Environmental Quality Act (CEQA): The Commission adopted amendments to the Commissions regulations for implementing CEQA to improve the clarity of when BCDC will be the lead agency and to incorporate statutory changes that have been made to CEQA since the Commission's regulations were last amended. For a complete listing of the amendments, please refer to the February 17, 2022 staff report: [Staff Report for Recommendation to Amend the Commission's regulations for implementation of the California Environmental Quality Act](#)

UPCOMING BCDC MEETINGS:

The BCDC Commission meets at 1:00 pm on the following dates: March 3, 17; April 7, 21; May 5, 19; June 2, 16; July 7, 21; August 4, 18; September 1, 15; October 6, 20; November 3, 17; and December 1, 15, 2022.

The BCDC Enforcement Committee meets at 9:30 am on the following dates: February 23; March 10, 23; April 14, 27; May 12, 25; June 9, 22; July 14, 27; August 11, 24; September 8, 21; October 13, 26; November 3, 16; and December 8, 21, 2022.

Resolution No Resolution of the _____ in Support of Bay Adapt: Regional Strategy for a Rising Bay

WHEREAS, climate change is accelerating rising sea levels, increasing storm frequency and intensity, and moving groundwater toward the surface;

WHEREAS, the confluence of more intense winter storms, extreme high tides, and higher runoff, with higher sea levels, will increase the frequency and duration of shoreline flooding long before areas are permanently inundated by sea level rise alone;

WHEREAS, the Bay Conservation and Development Commission (BCDC) and Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) in their report "Adapting to Rising Tides Bay Area: Short Report Summary of Regional Sea Level Rise Vulnerability and Adaptation Study" predict that an anticipated four feet of temporary or permanent flooding over the next 40 to 100 years could result in impacts in the San Francisco Bay Area ("Bay Area") to 13,000 existing housing units and 70,000 planned housing units, 28,000 socially vulnerable residents, 104,000 existing job spaces and 85,000 planned job spaces, and 20,000 acres of wetlands habitat;

WHEREAS, there are multiple local, regional, state, and federal government agencies with authority over the San Francisco Bay and its shoreline, and while local governments have broad authority over shoreline land use they have limited resources to address climate change adaptation;

WHEREAS, additional regional fora in which to consider climate change adaptation measures for the Bay Area will help avoid individual local actions from contributing to a "tragedy of the commons";

WHEREAS, the Bay Area is a vibrant, diverse, ecologically unique, innovative, and pioneering region that will be deeply and deleteriously affected by climate change without tremendous effort and investments to adapt to a constantly changing shoreline;

WHEREAS, the Bay Area's most socioeconomically vulnerable frontline communities are at the greatest risk of exposure to climate threats, and the impacts of historic and ongoing social and economic marginalization will compound the risks posed by flooding to those communities by reducing a community's or individual's ability to prepare for, respond to, and recover from a flood event;

WHEREAS, the San Francisco Bay ecosystem is already stressed by human activities that have drastically lowered its adaptive capacity, and climate change will continue to further alter that ecosystem by inundating or eroding remaining wetlands, changing sediment dynamics, altering species composition, increasing the acidity of San Francisco Bay waters, changing freshwater flows or salinity, altering the food web, and impairing water quality;

WHEREAS, further loss of tidal wetlands will increase the risk of shoreline flooding;

WHEREAS, flood damage to vital shoreline development, public infrastructure, neighborhoods, contaminated lands, and facilities such as commercial centers, airports, seaports, regional

transportation facilities, landfills, and wastewater treatment facilities absent adaptation will require costly repairs and likely will result in the interruption or loss of vital services, social dislocation, and a degraded environment;

WHEREAS, the increasingly frequent and severe impacts of climate change in the Bay Area do not conform to jurisdictional boundaries or the planning and regulatory authorities of any one agency or organization;

WHEREAS, in 2019, BCDC, in collaboration with a Bay Adapt Leadership Advisory Group comprised of 35 Bay Area public, private, and non-profit leaders, embarked on the development of "Bay Adapt," a consensus-driven strategy for regional sea level rise adaptation; WHEREAS, the Bay Adapt Leadership Advisory Group includes representatives from numerous public agencies, including the MTC/ABAG, San Francisco Bay Regional Water Quality Control Board, State Coastal Conservancy, Caltrans, Bay Area Regional Collaborative (BARC), Bay Area Rapid Transit (BART), East Bay Regional Parks, U.S. Army Corps of Engineers, San Francisco Bay Restoration Authority, San Francisco Public Utility Commission, Marin County, and BCDC, as well as environmental justice, environmental, business, scientific, civic organizations, local government and flood manager networks, and academia;

WHEREAS in 2020 and 2021, stakeholders participated in the creation of the "Bay Adapt Joint Platform" through nine Leadership Advisory Group meetings, two public forums, many expert Working Group meetings, ten community and stakeholder focus groups, over 50 presentations to local governments around the region, and a month-long public feedback opportunity;

WHEREAS, the Bay Adapt Joint Platform sets out guiding principles, priority actions, and vital tasks whose implementation will help enable the region to adapt more quickly, effectively, and equitably to a rising San Francisco Bay;

WHEREAS, if the Bay Adapt Joint Platform is fulfilled it will help reduce flood risks for communities, businesses, infrastructure, and habitat; increase technical assistance for local governments and funding for adaptation; help protect natural areas and wildlife; recognize and help equitably support low-income, frontline communities; robustly integrate adaptation into community-focused local plans¹ and, as appropriate, potentially accelerate permitting and project construction of local adaptation projects;

WHEREAS, the Bay Adapt Leadership Advisory Group supports the Bay Adapt Joint Platform, with many members agreeing to help implement the Joint Platform at their October 2021 meeting, the BARC Governing Board endorsing it on September 17, 2021, and BCDC adopting it on October 21, 2021; and

WHEREAS, implementing the Bay Adapt Joint Platform's many and varied actions and tasks goes beyond the capacity of any single organization or jurisdiction, requires strong and diverse leadership and participation in all aspects of its implementation, and needs a broad coalition of stakeholders to support implementation of the Joint Platform.

NOW' THEREFORE, BE IT RESOLVED, by the City Council of the County of Marin, State of California, that: The City Council generally supports the Bay Adapt Joint Platform - a regional strategy for a rising San

Francisco Bay while also recognizing that the Board of Supervisors may not support or adopt all principles, actions, and tasks in the Platform; and

The City Council of generally intends to support implementation of the Bay Adapt Joint Platform with the goal of helping Marin County and the Bay Area achieve resilient and equitable adaptation to sea level rise, while also recognizing that the Board of Supervisors retains full discretion and authority to make decisions that are in the best interest of the County and may not align with all principles, actions, and tasks in the Platform.

PASSED AND ADOPTED by the City Council , State of California, on by the following vote:

AYES

NOES:

ABSENT:

ABSTAIN

Golden Gate Bridge, Highway & Transportation District Board of Directors Report Submitted By Holli Thier 2/16/22

I attended my first meeting on January 28, 2022, and was sworn in that same day. To those of you who were able to join us via telephone, thank you so much for attending. If anyone would like to hear the swearing in, you can listen to the recording at your leisure.

I have very good news for all of us here in Marin. I was able to get on two very important Committees that are critical to Marin's interactions with the District, as well as, to our capital projects and other projects. I was recently added to the Building and Operations Committee and the Transportation Committee, and I have provided full descriptions of them below. These two Committee appointments are very important, because most of the Directors' work is done in Committees and then a solution is proposed to the full Board at the General meeting, which is almost always adopted by the full Board of Directors.

These past few months since my appointment, I have been learning a lot more about the District and am very excited to attend my second meeting on February 25, 2022. I am committed to help all of our 11 Cities/Towns and County through my service. I want to make sure you know that I am always available to discuss issues with you, and do hope that you will reach out to me anytime at (415) 407-4843 or hollithiertiburontowncouncil@gmail.com or hollithierggg@gmail.com.

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

Highlighted Current Items From Past Meeting or Since Past Meeting

1. Golden Gate Ferry Adds Midday and Weekend Service Between Tiburon and San Francisco

As of January 31, 2022, Golden Gate Ferry has added midday and weekend trips to existing round trip commute service between Tiburon and San Francisco. New late-night ferry service between Tiburon and San Francisco will also be provided by Tideline Marine Group and is expected to start in mid-February 2022. The new weekday, weekend, and late-night service is the result of a collaborative public-private partnership between Golden Gate Ferry, Tideline, the Town of Tiburon, Blue & Gold Fleet, and A & C Ventures, Inc., the company that owns the Tiburon Ferry Landing, to address the needs of Tiburon's residents and businesses.

A big thank you to the GGBHTD, Golden Gate Ferry, Tideline, and A & C Ventures for restoring and expanding service so residents and visitors can enjoy all that Tiburon has to offer.

The new Golden Gate Ferry schedule replaced service previously provided by Blue & Gold Fleet that ended on January 30, 2022. Thank you to Golden Gate Ferry service for ensuring uninterrupted, reliable access between Tiburon and San Francisco with roundtrips throughout the weekdays and weekends.

2. Description of Holli Thier GGHTD Committee Assignments

Transportation Committee

The Transportation Committee:

- Reviews and oversees all matters affecting the Bridge traffic and bus and ferry transit systems, including transit equipment, routes and services.

The Transportation Committee will hear issues related to all bus and ferry service into and out of Marin.

Building and Operating Committee

The Building and Operating Committee:

- Reviews and oversees the planning, design and construction programs for Bridge and transit facility capital improvement projects; and
- Reviews and oversees Bridge and transit facility maintenance, repair and research projects.

The Building and Operating Committee will hear all issues related to Marin's Capital Projects and proposed projects.

Link To Minutes of Past Meeting

Please see attached the Meeting Minutes for January 28, 2022

Date Issued: January 28, 2022



SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF JANUARY 28, 2022

Resolution No. 2022-001 (January 27, 2022 meeting of the Finance-Auditing Committee)

Ratifies actions taken by the Auditor-Controller, as follows:

- (1) Ratifies Commitments and/or Expenditures;
- (2) Ratifies previous investments;
- (3) Authorizes investments; and,
- (4) Accepts the "Investment Report" for November 2022.

Resolution No. 2022-002 (January 27, 2022 meeting of the Transportation Committee)

Approves execution of a multi-year agreement with the Marin County Transit District for provision of the Golden Gate Bridge, Highway and Transportation District's Americans with Disabilities Act regional paratransit services for a total estimated cost not to exceed \$2 million, effective February 1, 2022 through June 30, 2025, for a three-year and five-month base contract term; and authorizes the General Manager to take all related actions to effectuate the terms of the new Paratransit Agreement, including the discretion to exercise three one-year options for extension through June 30, 2028, as detailed in the staff report.

Resolution No. 2022-003 (January 27, 2022 meeting of the Building and Operating Committee)

Approves award of Contract No. 2021-F-066, *On-Call Inspection and Service of the Inflatable Buoyant Apparatus and Emergency Evacuation System*, to Avalon Rafts Sales & Service Inc., of Wilmington, CA, to provide service and inspection of Vessel Inflatable Buoyant Apparatus and Marine Evacuation Slides, for a three-year term, with two additional one-year options to be exercised at the General Manager's discretion, for a total amount of \$597,614, over the entire term of the contract, including both option terms, as detailed in the staff report.

Resolution No. 2022-004 (January 27, 2022 meeting of the Finance-Auditing Committee)

Approves award of sole source Contract No. 2021-D-70, *Genfare GFI Software System Upgrade*, to Genfare of Elk Grove Village, IL, in the amount of \$515,143, for implementation of a software and hardware upgrade, installation and staff training, a contract contingency, and costs for ongoing support and maintenance of the GFI system software and Genfare hardware for a three-year term and two optional one-year terms, exercisable at the discretion of the General Manager; approves a budget increase in the FY 21/22 District Division Capital Budget in the amount of \$348,378, for a total project cost of \$593,378, relative to Capital Project No. 1960, *Farebox System Upgrade*; and, authorizes the General Manager or his designee to approve additional amendments to the Contract to allow for future years' annual recurring maintenance and support; with the understanding that subsequent year's maintenance and support may be subject to an annual cost increase not to exceed 3% of the prior year's pricing, as detailed in the staff report.

~ Continued on the next page ~

Summary of Actions of the Board of Directors
Meeting of January 28, 2022/Page 2

Resolution No. 2022-005 (January 28, 2022 meeting of the Board of Directors)

Adopts a resolution in accordance with Assembly Bill 361, finding that the proclaimed state of emergency continues to impact the ability to meet safely in person.

Resolution No. 2022-006 (January 28, 2022 meeting of the Board of Directors)

Ratifies the appointment to other Boards by the President of the Board of Directors, in accordance with the *Rules of the Board*, as follows:

Amalgamated Transit Health and Welfare Trust and Retirement Board

Trustee: Chris Snyder (Replaces Trustee Alice Fredericks)

Term: January 28, 2022 to January 31, 2023



Amorette M. Ko-Wong, Secretary of the District

AMK:EIE:tnm

Committee Report 5f:

Sonoma-Marín Area Rail Transit District

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

SMART General Manager's Report and Board of Directors FY 2022 Amended Budget, as presented to the SMART Board of Directors on February 16, 2022

General Manager's Report:

<https://www.sonomamarintrain.org/sites/default/files/Board/COC%20Documents/Agenda%20Item%20%234%20-%20General%20Manager%27s%20Report.pdf>

FY 2022 Amended Budget:

[https://www.sonomamarintrain.org/sites/default/files/Board/COC%20Documents/Agenda%20Item%20%237%20-%20Amended%20Budget 02.16.2022.pdf](https://www.sonomamarintrain.org/sites/default/files/Board/COC%20Documents/Agenda%20Item%20%237%20-%20Amended%20Budget%2002.16.2022.pdf)

TAM MCCMC Report Feb 2022

Submitted by Alice Fredericks

Feb 18, 2022

The February meeting of the Transportation Authority of Marin (TAM) is scheduled for Feb 24, after the February Marin County Council of Mayors and Council Members (MCCMC) meeting. The following report highlights issues discussed at the February 14 meetings of TAM's Executive Committees and some of the issues on the Commission agenda Feb 24. The semi-annual TAM project status report can be found on pg 15 of the Feb 24 TAM Commissioner Meeting agenda packet.

Co ordinating Use Data to assess Traffic Volume

The Administration, Projects and Planning Executive Committee discussed potential for coordination of Marin jurisdictions traffic data for General Plan Housing Element updates and the existing traffic studies generated by the required Congestion Management Plan produced by TAM.

Tam provides transportation data to inform housing element updates that identifies high VMT (vehicle miles traveled) data for all jurisdictions. TAM's role in providing data to the jurisdictions would be in identifying high VMT areas and data to inform choices of housing location.

Local jurisdictions have used LOS (level of service) data to identify areas of congestion for purposes of the General Plan Housing update, while the data TAM provides is based on VMT (vehicle miles traveled). Two considerations supporting better coordination are 1) SB 743 now requires use of VMT analysis for CEQA and 2) Coordination of data sets has the potential to efficiently identify areas in which cooperating jurisdictions could reduce VMT.

The discussion at TAM Executive Committee included three options 1) TAM continues to work with jurisdictions to develop a program that would offer a coordinated approach in assessing traffic impacts; 2) continue to support CEQA analysis, which may continue the inconsistent approach to assessing traffic impacts across the county; 3) withdraw from the CMP process, even tho jurisdictions use TAM's data for level of service (LOS) analysis for General Plan purposes.

The disparate use of VMT vs. LOS data to assess volume of traffic makes it a challenge for TAM to prioritize areas for projects, such as where to bring increased bike and transit services. Further, it may be efficient to have an analysis consistent with the CEQA process being considered in SB743.

The Executive Committee members indicated a need to coordinate with their planning directors to confirm that proposed uses of the CMP would meet their requirements.

Highway 101 and Approaching Roadway

The Highway 101 and Approaching Roadway study is intended to identify operational and safety improvements for all users of the Highway 101 interchanges and the approaching roadways. The study will address design features that make the interchanges equally accessible and safe for all including pedestrians, cyclists, and transit riders.

The 11 interchanges in the study are: Alexander Ave, Sausalito/Marin City, Tiburon Blvd/E. Blithedale, Paradise Drive/Tamalpais Dr, Sir Francis Drake, San Raphael onramp at 2nd St/ Hetherton Ave,

Merrydale Rd /north Saint Pedro Road, Manuel T Freitas Parkway, Lucas Valley Rd/Smith Ranch Road, Alameda del Prado /Nave Drive, Ignacio Blvd, and San Marin Dr/ Atherton Ave.

The study evaluation methodology is on the agenda for approval by the TAM commission Feb 24.

Methodology for Assessment of Project Funding Requests

The Administration Projects and Planning Executive Committee also approved setting an evaluation of the methodology for prioritization, and weighting of projects seeking funding. Proposed evaluation criteria for projects are:

1. Enhance health and safety
2. Relief of local traffic congestion
3. Improve multimodal access to/from and across highway 101
4. Promote economic vitality.

The study is on the agenda of the Tam Commission Feb 24 for discussion of the proposed methodology, with feedback from the Executive Committee including:

1. Alignment with TAM's priorities such as multi modal and transit projects,
2. Prioritize short term deliverable projects
3. Methodology to assess funding request should also include consideration of impacts on traffic congestion, safety, access to jobs and by emergency services, and climate change
4. Social equity included in evaluation methodology

Star Route 37 Project Update: Segment A (Highway 101 to Sears Point)

On the TAM Commission agenda Feb 24 is an update on the Star Route 37 Segment A (101 to Sears Point) planning Activity. Ongoing activity includes

1. Caltrans SR 37 Planning and Environmental Linkage (PEL) Study – a “pre-environmental clearance” effort that seeks to collect preliminary input from stakeholders, develop initial project concepts and facilitate the subsequent corridor-wide environmental clearance effort.
2. MTC/Caltrans Segment B Interim Improvement Project – Currently in the environmental clearance phase, the project would widen the existing roadway segment at the existing elevation to address congestion but not future sea level rise impacts. Design work would commence immediately after environmental clearance has been completed.
3. MTC Segment A Design Alternative Assessment (DAA) Study – A companion study to a similar DAA previously prepared for Segment B, MTC is completing a DAA for Segment A to inventory existing general conditions (e.g., physical and environmental), gather key stakeholders' input, evaluate possible highway alignments and explore conceptual highway solutions for an ultimate alignment.
4. Caltrans Segment A Flood Reduction Project – Currently in the environmental clearance phase, the project would define short and mid-term solutions to mitigate mid-century flood events along the Marin and Sonoma sections of the corridor. (for details – TAM Commission Agenda Packet, pg. 125)

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

Wednesday, March 23, 2022*

Start time: 6:00pm possible in-person meeting or via Zoom webinar if needed (Start time tentative)

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

4. Presentation: To be determined

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

- 5.a. Metropolitan Transportation Commission – Supervisor Connolly
- 5.b. Association of Bay Area Governments
- 5.c. BCDC / Report from North Bay representative on the San Francisco Bay Conservation and Development Commission
- 5.d. Marin Major Crimes Task Force Oversight Committee
- 5.e. Marin County School Board Association
- 5.f. Homeless Committee
- 5.g. Marin County Disaster Council Citizen Corps
- 5.h. Marin Transit
- 5.i. Sonoma/Marin Area Rail Transit Commission
- 5.j. Golden Gate Bridge & Highway Transportation District
- 5.k. Transportation Authority of Marin
- 5.l. MCCMC Legislative Committee
- 5.m. Local Agency Formation Commission
- 5.n. Climate Action Committee
- 5.o. MCCMC Economic Recovery Committee
- 5.p. MCCMC Water Policy Ad Hoc Committee

6. Business Meeting

6.a. Announcement of Upcoming Expiration of Terms of the MCCMC Representative and Alternate Representative to Association of Bay Area Governments (ABAG) Executive Board

1. Primary MCCMC Representative to the ABAG Executive Board
(Incumbent, Pat Eklund / Novato)
2. Alternate MCCMC Representative to the ABAG Executive Board
(Incumbent, Eli Hill, San Rafael)

Two seats with expiring terms: Representative and Alternate Representative, for two-year terms which run from July 1, 2020 through June 30, 2022. Current incumbents, Pat Eklund and Eli Hill, respectively, have indicated interest in re-appointment.

Expiration of current terms will be announced and letters of interest will be

6.a.

solicited at the March 23, 2022 meeting. Consideration and Action to Make Appointments to Represent MCCMC on the ABAG Executive Board for new two-year terms, commencing July 1, 2022 and expiring June 30, 2024, will be made by the City Selection Committee at its next meeting scheduled for April 27, 2022.

6.b. Announcement of Upcoming Expiration of Term of One MCCMC Representative to the Marin County Local Agency Formation Commission (LAFCo)

1. MCCMC Representative to the Marin County Local Agency Formation Commission
(Incumbent, Barbara Coler, Fairfax)

One seat with expiring term: MCCMC Representative to Marin LAFCo, with a four-year term which expires May 22, 2022. Current incumbent, Barbara Coler, Fairfax, has indicated interest in re-appointment.

Expiration of current term will be announced and letters of interest will be solicited at the March 23, 2022 meeting. Consideration and Action to Make an Appointment to Represent MCCMC on Marin LAFCo for a new four-year term, commencing May 23, 2022 and expiring May 22, 2026, will be made by the City Selection Committee at its next meeting scheduled for April 27, 2022.

6.c. Review of Draft Agenda for the March 23, 2022 MCCMC Meeting

6.d. Consideration and Possible Action to Approve the Draft Minutes of the January 26, 2022 MCCMC Meeting Held Via Zoom Webinar

8:30 PM ADJOURN: to the March 23, 2022 meeting

Deadline for Agenda Items – March 16, 2022 Please send to:
MCCMCSecretary@gmail.com

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

**Wednesday, January 26, 2022
VIA VIDEOCONFERENCE
6:00pm**

Members Present

Belvedere: Mayor Wilkinson; Councilmembers Block, Kemnitzer
Corte Madera: Mayor Casissa; Councilmembers Beckman, Lee
Fairfax: Mayor Hellman; Councilmembers Ackerman, Coler, Cutrano, Goddard
Larkspur: Mayor Haroff; Councilmembers Hillmer, Way
Mill Valley: Mayor McCauley; Councilmembers, McEntee
Novato: Mayor Lucan; Councilmembers Athas, Eklund, Milberg, Wernick
Ross: Mayor Robbins; Councilmembers Kircher, Kuhl, McMillan
San Anselmo: Mayor Fineman; Councilmember Colbert
San Rafael: -
Sausalito: Mayor Kellman; Councilmembers Blaustein, Hoffman, Sobieski
Tiburon: Vice Mayor Ryan; Councilmembers Fredericks, Griffin, Thier

Ex Officio: Mill Valley City Manager Alan Piombo; Ross Town Manager Christa Johnson; San Rafael City Manager Jim Schutz; MCCMC Secretary Rebecca Vaughn

Guests were: Supervisor Damon Connolly; District Attorney Lori Frugoli; Melissa Apuya – District Director for Assembly member Levine

Call to Order

President Sashi McEntee called the meeting to order at 6:02p.m., and welcomed everyone to the meeting of the Marin County Council of Mayors and Councilmembers via webinar, for January 26, 2022.

A roll call of the Marin towns/cities was taken. There was a quorum of the 11 Marin cities/towns present, with representatives from ten cities/towns in attendance. (San Rafael absent)

President McEntee then called for Public Comment.

3. Public Comment – None

4. Presentations:

4.a. Presentation on Cybersecurity and Physical Security resources available to local government agencies:

Edgar Castor, Protective Security Advisor, and Mario Garcia, Cyber Security Advisor, for the Department of Homeland Security's Cybersecurity and Infrastructure Security Agency (CISA) provided a presentation that gave an overview of cyber threats impacting state and local governments, such as ransomware, phishing and elections security, and CISA's cybersecurity capabilities. The presentation also covered cybersecurity and physical security resources that are available to local government agencies at no cost, such as their cybersecurity advisor /assessment programs, the .Gov initiative, Federal Government Cybersecurity Incident and Vulnerability Response Playbooks, Ransomware Mitigation Guide/response checklist and the

6.b.

CISA Known Exploited Vulnerabilities Catalog. Also discussed were training and exercise opportunities available, such as Active Shooter, Run, Hide, Fight presentations, and other resources to assist in mitigating cyber as well as physical threats and vulnerabilities.

Following the presentation and Q&A, President McEntee introduced the next presentation.

**4.b. Vivalon Healthy Aging Campus Update & Mayors for Meals Campaign
Update provided by Anne Grey, Chief Executive Officer, Vivalon**

Bill Cullison, Development Operations Director for Vivalon, provided an update on the Mayors for Meals campaign. The month of March is celebrated as March for Meals, for Meals on Wheels of America. It's a month-long campaign. This year is the 50th anniversary of March for Meals, and Mr. Cullison announced that one of the ways that elected officials can get involved is through the Mayors For Meals Delivery program, which will run for the week of March 21st through the 25th. There will be three different days where we deliver meals to our clients, and any Mayors interested in participating in the program can help deliver meals in and around their town.

Following the presentation, President McEntee continued with the remainder of the meeting agenda.

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

- 5.a. Metropolitan Transportation Commission (MTC)
5a. Written report from Supervisor Damon Connolly
- 5.b. Association of Bay Area Governments
5b. Written report from Pat Eklund, Novato
- 5.c. BCDC Report from North Bay representative on the San Francisco Bay Conservation and Development Commission (BCDC)
5c. Written report from Pat Eklund, Novato
- 5.d. Golden Gate Bridge, Highway & Transportation District
5d. Written report from Holli Thier, Tiburon (January 2022) and Alice Fredericks, Tiburon (November/December 2021)
- 5.e. MCCMC Legislative Committee Report
5e. Written report from Alice Fredericks, Tiburon
- 5.f. Transportation Authority of Marin
5f. Written report from Alice Fredericks, Tiburon
- 5.g. Sonoma-Marín Area Rail Transit District (SMART)
5g. Written report provided by Dan Hillmer, Larkspur
- 5.h. MCCMC Homelessness Committee Report
5.h. Written report from Rachel Kertz, San Rafael and Kate Colin, San Rafael
- 5.i. ~~Climate Action Committee~~ No report
~~5i. Written report not received at time of publication, agenda packet will be updated to include report once received~~

6.b.

- 1
2 5.j. MCCMC Water Policy Ad Hoc Committee Report
3 5.j. Written report not received at time of publication, agenda packet will be updated to
4 include report once received
5
6 5.k. Marin Local Agency Formation Commission (LAFCo)
7 5.k. Written report from Sashi McEntee, Mill Valley
8
9

10 **6. BUSINESS MEETING**
11

12 6.a. Discussion and Possible Formation of a City/County Services Subcommittee
13 Attachment 6a: Summary of committee description as drafted by the Marin Managers
14 Association
15

16 President McEntee provided the report, summarizing that the MCCMC membership is asked to
17 approve formation of a temporary subcommittee to better understand the services provided by the
18 county and how they're funded. In recent years, challenging issues such as homelessness, mental
19 health, and disaster preparedness have produced new and sometimes innovative partnerships
20 between Marin's 11 cities in the county. In pursuing these partnerships, though, tension and
21 misunderstanding have occasionally developed, particularly as city leaders try to understand the
22 mandates, commitments, and funding sources of the county. Funding is a concern for all local
23 governments. And as the county seeks partnerships with the cities, it is important that councils make
24 informed decisions about the investment of city funds and resources. Through the work of the
25 committee, we hope to better identify the most strategic opportunities for collaboration that will the
26 greatest benefit to Marin residents.
27

28 She further explained that the idea is, not to go into homelessness, mental health, and disaster
29 preparedness, per se. MCCMC does have committees that look at that and we do have other bodies
30 that do that, but to really look at what these lanes of responsibility are, what is a city responsibility
31 versus the county, really not to go into specific policy and just to understand the funding mechanisms.
32

33 She then called on Mill Valley City Manager Alan Piombo to further elaborate. Mr. Piombo explained
34 that there is plenty of work that goes on countywide that requires county and city collaboration. And,
35 recognizing that as a small county, many of the issues that face one jurisdiction face another. But as
36 we dive into them and look at funding initiatives, the Marin Managers group feels that it would be
37 beneficial to have a better understanding both at the manager level and at the elected level, on how
38 these different efforts are funded. This last year, issues around housing and homelessness certainly
39 brought this issue to a head. We don't see this committee as having to last very long, and it's not
40 meant to dive into the policy and direction decisions of the other subcommittees, but really to take a
41 look at how the different efforts are funded, who has mandates or has otherwise taken on
42 responsibilities. For example, in the case of social services, cities don't issue welfare vouchers or
43 housing credits or any of that. That's all done at the county level. So, when there's an issue that we
44 are trying to tackle as good partners within the county, it would be nice to understand where the
45 funding comes from, and the policy and budget decisions are made around those existing
46 organizations, departments, et cetera. Another example is that the County has a Department of

6.b.

1 Health and Human Services that seems to be very well funded, probably funded better than,
2 collectively, all of our jurisdictions together. But there have been recent asks to chip in on issues that
3 one would assume is a county responsibility. And if we are off base on this then perhaps taking a dive
4 and getting some education on this would be helpful.

5
6 President McEntee reiterated that the intent is that this would be six-to-12-month engagement to look
7 at these different funding sources, look at these different lanes of responsibility, and in the end, come
8 out a little more educated and perhaps with a better relationship between the cities and towns and the
9 county that could be more productive and engaging at all levels. She then answered questions from
10 councilmembers regarding the formation and purpose of the subcommittee. Following questions and
11 discussion, she then called for a vote.

12
13 There was a motion and second (McCauley / Kuhl) to approve formation of a City/County Services
14 Subcommittee. The motion was approved by roll call vote of the cities/towns present, 8-1-1-1
15 (Larkspur- No, Ross - Abstain, San Rafael - Absent).

16
17 Following the vote, President McEntee thanked Larkspur City Manager Dan Schwartz, who crafted
18 the committee summary. She stated that the membership has agreed to form the subcommittee, and
19 then asked each city to follow their city's appointment process, and submit to Secretary Vaughn the
20 names of the one or two council members who will participate, if your city wishes to participate. After
21 appointments are received, the group will determine when the first meeting will be, who will chair it,
22 what the charter will be, and then there will be a report back to MCCMC on that.

23
24
25 **6.b. Review of Draft Agenda for February 23, 2022 MCCMC Meeting (In Person or Zoom,**
26 **TBD)**

27 Attachment 6b: Draft agenda for February 23, 2022 MCCMC Meeting

28
29 There were no comments on the draft agenda. Secretary Vaughn noted that the current version of the
30 draft agenda was updated to include information that a presentation will be provided by BCDC on Bay
31 Adapt, which provides a series of recommended actions for adapting to sea level rise within in the
32 SFA area. The presentation will summarize Bay Adapt and discuss some of the recommendations as
33 it relates to Marin and its 11 cities and towns.

34
35
36 **6.c. Consideration and Possible Approval of Draft Minutes of the October 27, 2021 MCCMC**
37 **Meeting**

38 Attachment 6c: Draft minutes of the October 27, 2021 MCCMC virtual meeting

39
40 There was a motion and second (Eklund / Coler) to approve the minutes of the October 27, 2022 as
41 corrected. Corrections (adding Councilmembers who were left off of the list of those in attendance)
42 were submitted in advance to Secretary Vaughn and then included with the agenda materials that
43 were sent to councilmembers and uploaded to the website in advance of the meeting. The motion
44 was approved by roll call vote of the cities/towns present, 10-0-1 (San Rafael absent).

1 **Adjournment**

2

3 The meeting was adjourned at 7:36pm to the next regular meeting scheduled for February 23, 2022 at
4 6:00pm to be held via Zoom videoconference.