

# MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS AGENDA

**Wednesday, May 25, 2022**

**6:00pm**

VIA VIDEOCONFERENCE ONLY

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

Join the Zoom Webinar at 6:00pm on May 25, 2022 to participate LIVE:

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

The Zoom webinar ID is: 881 4999 1312

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

If you are joining via dial-in instead of computer/tablet/smartphone, you may dial in to listen to the meeting using: (669) 900-9128 or iPhone one-tap : +16699009128,,88149991312#

The Zoom webinar ID is: 881 4999 1312

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

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

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

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### 6:00 PM Welcome and Introductions

1. **Call to Order:** MCCMC President Sashi McEntee
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests:** President Sashi McEntee
4. **Presentations:**
  - 4.a. Miriam Karrel, Marin County Small Business Development Center (SBDC) - Presentation regarding the Marin Microbusiness \$2500 grant program.  
Information about the program is available here: <https://www.marinsbdc.org/microbizgrants/>
  - 4.b. MCCMC Ad Hoc Committee Updates.  
Status updates and next steps, will be provided from the Chairs/Co-Chairs of the following Committees:
    1. Homeless Policymakers Committee  
Co-Chairs Renee Goddard and Rachel Kertz
    2. Climate Action Committee  
Co-Chairs Melissa Blaustein and Maika Llorens Gulati
    3. Economic Recovery Committee  
Co-Chairs Brian Colbert and Kate Colin
    4. Water Policy Committee  
Co-Chairs Eli Beckman, Maribeth Bushey, and Stephanie Hellman

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

- 5.a. Metropolitan Transportation Commission (MTC)  
5a. Written report from Supervisor Damon Connolly
- 5.b. Association of Bay Area Governments  
5b. Written report from Pat Eklund, Novato
- ~~5.c. BCDC Report from North Bay representative on the San Francisco Bay Conservation and Development Commission (BCDC)~~  
5c. Written report from Pat Eklund, Novato (A combined May/June report will be provided in the June agenda packet)
- 5.d. Golden Gate Bridge, Highway & Transportation District  
5d. Written report from Holli Thier, Tiburon
- 5.e. MCCMC Legislative Committee  
5.e. Written report from Chair Alice Fredericks
- 5.f. Sonoma-Marín Area Rail Transit District (SMART)  
5f. Written report provided by Dan Hillmer, Larkspur
- 5.g. Transportation Authority of Marin  
5.g. Written report provided by Alice Fredericks, Tiburon

**6. Business Meeting**

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

Letters of Interest were received from (2) Brian Colbert, San Anselmo (for MCCMC President and (2) Melissa Blaustein, Sausalito (for MCCMC Vice President)  
Nominations will be accepted from the floor at the May meeting and letters of interest solicited. A vote will be held at the June 22, 2022 regular meeting

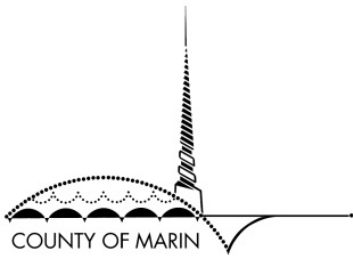
*Attachments 6a1 and 6a2: Letters of Interest*

- 6.b. Review of Draft Agenda for the June 22, 2022 MCCMC Meeting  
*Attachment 6b: Draft agenda for June 22, 2022 meeting*
- 6.c. Informational Item: Draft Minutes of the April 27, 2022 City Selection Committee Meeting (For review only, minutes will be approved at the next City Selection Committee meeting, date to be determined)  
*Attachment 6c: Draft minutes, April 27, 2022 City Selection Committee meeting*

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

**7. ADJOURN: to the June 22, 2022 meeting, (in person, to be hosted by the City of Novato)**

*Deadline for Agenda Items – June 15, 2022 Please send to: [MCCMCSecretary@gmail.com](mailto:MCCMCSecretary@gmail.com)*



BOARD OF SUPERVISORS

**DAMON CONNOLLY**

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May 25, 2022

Via email [smcentee@cityofmillvalley.org](mailto:smcentee@cityofmillvalley.org)

Sashi McEntee, President

Marin County Council of Mayors and Councilmembers

Dear President McEntee:

The Metropolitan Transportation Commission (MTC) met today, and the annual Commission Workshop is this afternoon and tomorrow. Following is an update of topics of note on the MTC agenda, with a preview of the workshop.

#### Federal Transit Administration (FTA) Formula funding

We approved the programming of \$454 million in FTA Formula Revenue for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria. Of note is the set aside of \$20M a year for the next three years for zero emission bus facilities. While this is a good start, much more funding will be needed to electrify our bus fleets and to build transit charging infrastructure.

#### AB 2237 (Friedman): Transportation Funding and State Climate Goals

MTC took an “oppose unless amended” position. AB 2237 would require projects and programs included in each Regional Transportation Improvement Program (RTIP) be consistent with applicable Sustainable Communities Strategy (SCS) and the state’s climate goals. The bill would require the California Air Resources Board (CARB) in consultation with the State office of Planning and Research (OPR), to determine whether projects and programs are consistent with SCS and the state’s climate goals and reallocate moneys from inconsistent projects or programs. It would also prohibit a regional transportation planning agency or county transportation commission from funding inconsistent projects or programs.

In April, the TAM Board adopted an oppose position on AB 2237. The bill has the ability to affect locally approved tax measures if projects involve state funding, such as RTIP funds. RTIP funds are state funds programmed at the discretion of local agencies. Local agencies are obligated to deliver projects and programs in expenditure plans of transportation tax measures as approved by voters. Often these projects have been planned for many years to leverage local funds with RTIP funds to complete funding plans. AB 2237 allows CalSTA, OPR, and CARB to determine the validity of locally approved projects and reallocate funds without local approval if projects and programs are considered inconsistent with applicable SCS and state climate goals. While all projects must already be consistent with the SCS for their region, the bill appears to grant state agencies a new ability to re-review projects that have already been included in SCS’s and subsequently to deny them funding if found to be inconsistent with state goals.

Sashi McEntee

May 25, 2022

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Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

ACA 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis. Five percent amounts to approximately \$9 billion annually. The funds would be used for: (1) housing and services to prevent and end homelessness; (2) development, acquisition, rehabilitation, and preservation of rental housing affordable to extremely low, very low, and low-income households; and (3) affordable home ownership opportunities for low- and moderate-income households. MTC is supporting ACA 14.

Annual Workshops


This afternoon and tomorrow morning MTC is holding its annual workshop. The purpose of this year's workshops is stated as follows: "MTC is currently developing a Major Project Advancement Policy (MAP), scheduled for adoption in Summer/Fall 2022, focused on delivering the next generation of large transportation projects in the Bay Area. The region, like many major metropolitan areas throughout the country, has experienced successes and challenges in delivering large transit infrastructure projects. To prepare for the next generation of projects and inform the MAP, this workshop explores the current major project landscape in the Bay Area, focusing on successes and challenges of recent major project delivery in the region, examining the current slate of projects approved in Plan Bay Area 2050, and receiving expert testimony on best practices, risk management, delivery methods and structures and recommendations on how the region can expand its project delivery tool kit."

The workshop will give an overview of the fundamentals in delivering major capital projects, with a focus on the front end of the project lifecycle. Three projects will be reviewed for risk management approaches and lessons learned, including BART to Silicon Valley, the East Span of the Bay Bridge, and Rail Transit Projects. Tomorrow we will look at Plan Bay Area 2050, including scopes, schedules and budgets for some of the region's largest transit projects. MTC's role in getting major projects delivered, and what is next for the MAP.

It is not yet clear what projects will be in the MAP. TAM staff provided project information for SR37, the 101/580 Connector, and sea level rise projects.

I will have more information to report after the workshop, and will provide an update next month. I welcome your input and questions between now and then.

Sincerely,



Damon Connolly

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

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

May 2022

## EXECUTIVE SUMMARY:

- 1) **ABAG Technical Assistance:** ABAG has developed an extensive technical assistance website (link is: [www.abag.ca.gov/technical-assistance](http://www.abag.ca.gov/technical-assistance)) with five separate categories (energy, housing, land use, resilience and transportation/infrastructure). ABAG has posted videos, tool kits, plans, presentations/events, reports, etc. on specific subject matters to assist local governments in the various categories.
- 2) **ABAG General Assembly Program and Business Meeting:** Registration is open for the ABAG General Assembly on Friday, June 17, from 9:00 am to 12:30 pm via zoom. Please register ASAP: [2022 Association of Bay Area Governments General Assembly Tickets, Fri, Jun 17, 2022 at 9:00 AM | Eventbrite](#)
- 3) **CA Department of Housing and Community Development (HCD) comments on the 6th Cycle Housing Elements:** ABAG has started compiling HCD comments on the other jurisdictions' Housing Elements to help jurisdictions in preparing their Housing Elements prior to submittal to HCD for approval.
- 4) **Transit-Oriented Communities Policy:** The 2005 Transit-Oriented Development (TOC) Policy will be updated in 2022 that includes specific requirements for Priority Development Areas (PDAs) and Transit-Rich Areas (TRAs). Future funding may be determined based on compliance with the TOC Policy.

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1) **ABAG Technical Assistance:** ABAG has developed an extensive technical assistance website (link is: [www.abag.ca.gov/technical-assistance](http://www.abag.ca.gov/technical-assistance)) with five separate categories. They include the following subject matters along with the number of materials including video's, tool kits, plans, presentations/events, reports, etc.. that are available online for the following areas:



- a. **Energy (17):** Building Retrofit (5); Electrification (8); Energy Efficiency (7); and Water Efficiency (1).
- b. **Housing (206):** Affirmatively Furthering Fair Housing (27); Creating Housing Choices (28); Housing and Sustainability (22); Housing Elements (88); Pro-Housing Policies and Practices (25); Public Engagement (30); and, REAP Program (44).
- c. **Land Use (58):** Climate Change (8); Codes and Standards (5); Environmental Review (10); Parking (15); Public Engagement (2); and, Zoning (22).
- d. **Resilience (33):** Climate Change (24); Earthquake (6); Environmental Justice (9); Flood (7); Multi-Hazard (7); Sea Level Rise (12); and Wildfire (6).
- e. **Transportation and Infrastructure (73):** Asset Management (3); Bike share (7); Biking (19); Equity (12); Local Streets and Roads (10); Micro mobility (8); Parking (11); Pavement (3); Project Delivery (15);

ABAG's extensive Regional Housing Technical Assistance website ([robust website](#)) is easily-searchable and includes the

Housing Element Site Selection (HESS) tool that was developed to identify potential sites in all Bay Area cities and counties for Housing Element site inventories, and flags those that will likely require rezoning to be used under new state laws. The tool is being further enhanced with data related to promoting fair housing policies.

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



**2) ABAG GENERAL ASSEMBLY Program and Business Meeting:** ABAG delegates/alternates should register for the ABAG General Assembly on Friday, June 17, from 9:00 am to 12:30 pm. The Program includes information on the Bay Area Housing Finance Authority and an opportunity to discuss the possible 2024 housing ballot measure. The Business Meeting will review and ask the members to approve the Budget and Work Program for the next fiscal year. **A quorum of General Assembly members is needed for the Business Meeting.** To register: [2022 Association of Bay Area Governments General Assembly Tickets, Fri, Jun 17, 2022 at 9:00 AM | Eventbrite](#)

### **3) Review of CA Department of Housing and Community (HCD) comments on the 6th Cycle Housing Elements:**

ABAG initiated a review of comment letters that the CA Department of Housing and Community Development (HCD) are sending jurisdictions in other regions of the State on Housing Elements for the 6<sup>th</sup> cycle submitted for approval. To date, HCD has certified **only 27%** of the Housing Elements.



ABAG has reviewed 33 Housing Element compliance letters issued by HCD. Their comments vary based on local conditions, but there are clear patterns. The biggest problems for other jurisdictions have included Affirmatively Furthering Fair Housing (94%), sites inventory's (94%), and insufficient public engagement

(67%). HCD has repeatedly found that draft Housing Elements are not sufficiently detailed with respect to the required data and analyses, and also have pointed out that Housing Elements have failed to connect findings with specific sites, strategies, programs and policies.

**Attached is a fact sheet prepared by ABAG that summarizes common themes and lessons for Bay Area jurisdictions as they prepare their 6th cycle Housing Elements.**



**4) Transit-Oriented Communities Policy:** The 2005 Transit-Oriented Communities (TOC) Policy will be updated in 2022. Staff has identified four goals that are intended to advance implementation of Plan Bay Area (PBA) 2050 by establishing specific requirements for Priority Development Areas (PDAs) and Transit-Rich Areas (TRAs) related to residential and office density for new development, affordable housing and anti-displacement policies, parking management, and transit station access and circulation. The four goals are:

- Increase residential densities for new development and prioritize affordable housing in transit-rich areas.
- Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
- Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one halfmile from transit stops or stations.

- Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

Future funding opportunities for One Bay Area Grant (OBAG3) and (OBAG4) programs, the Regional Early Action Planning Grants of 2021 (REAP 2.0) program and others may be determined based on compliance with the TOC Policy. Following is a link to the proposed updated TOC Policy ([5bi Draft Transit-Oriented Communities Policy Summary Sheet and Attachment A \(dated May 2022.pdf\)](#)).

Following are the proposed required minimum and allowed density for new residential and commercial development proposed by MTC. **See the draft policy for other proposed requirements** for affordable housing production, preservation, protection, anti-displacement policies; and, commercial protection and stabilization policies; parking management requirements; and transit station access and circulation requirements.

Following are the proposed minimum and allowed density for new residential; and, commercial development proposed by MTC in the draft TOC policy:

**Table 1: Minimum Required and Allowed Density for New Residential Development**

Level of Transit Service	Required Minimum Density <sup>1</sup>	Allowable Density <sup>1, 2</sup>
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	100 units/net acre	150 units/net acre
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	75 units/net acre	100 units/net acre
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	50 units/net acre	75 units/net acre
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) or ferry terminal <sup>3</sup>	25 units/net acre	35 units/net acre

**Table 2: Minimum Required and Allowed Density for New Commercial Office Development**

Level of Transit Service	Required Minimum Density <sup>1</sup>	Allowable Density <sup>1, 2</sup>
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	4 Floor Area Ratio (FAR)	8 FAR
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	3 FAR	6 FAR
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR	4 FAR
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) or ferry terminal <sup>3</sup>	1 FAR	3 FAR



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

- **May 23, 2022 --** **MTC Policy Advisory Council Fare Coordination & Integration Subcommittee, 9:00 am**
- **May 25, 2022 --** **MTC Bay Area Infrastructure Financing Authority, 9:05 am**  
**Metropolitan Transportation Commission, 9:35 am**  
**MTC Bay Area Toll Authority, 9:40 am**  
**MTC Bay Area Headquarters Authority, 9:45 am**  
**Metropolitan Transportation Commission Workshop, 1:30 pm**
- **May 26, 2022 --** **Metropolitan Transportation Commission Workshop, 9:30 am**  
**ABAG San Francisco Bay Trail Board of Directors, 1:00 pm**
- **June 6, 2022 --** **Bay Area Partnership Board, 10:00 am**
- **June 8, 2022 --** **MTC Bay Area Toll Authority Oversight Committee, 9:35 am**  
**MTC Administration Committee, 9:40 am**  
**MTC Programming and Allocation Committee, 9:45 am**  
**MTC Policy Advisory Council, 1:35 pm**
- **June 9, 2022 --** **ABAG Regional Planning Committee, 10:00 am**  
**ABAG Housing Committee & BA Housing Finance Authority Committee, 1:00 pm**
- **June 10, 2022 --** **MTC Operations Committee, 9:35 am**  
**Joint MTC Planning Committee and ABAG Administrative Committee, 9:40 am**  
**Joint MTC ABAG Legislation Committee, 9:45 am**
- **June 16, 2022 --** **ABAG Power Committee, 11:00 am**  
**Board of Directors of 375 Beale Corporation, 2:00 pm**  
**ABAG Finance Committee, 5:00 pm**  
**ABAG ACFA Governing Board, 5:05 pm**  
**ABAG Executive Board, 5:10 pm**
- **June 17, 2022 --** **ABAG General Assembly, 9:00 am**  
**Bay Area Regional Collaborative, 10:05 am**  
**ABAG General Assembly Business Meeting, 11:00 am**  
**MTC Policy Advisory Council Equity and Access Subcommittee, 1:00 pm**
- **June 22, 2022 --** **Metropolitan Transportation Commission, 9:35 am**  
**MTC Service Authority for Freeways and Expressways, 9:40 am**  
**MTC Bay Area Toll Authority, 9:45 am**  
**MTC Bay Area Headquarters Authority, 9:50 am**  
**MTC Bay Area Infrastructure Financing Authority, 9:55 am**
- **June 23, 2022 --** **MTC Bay Area Housing Finance Authority, 10:00 am**  
**MTC Policy Advisory Council Equity and Access Subcommittee, 1:00 pm**
- **June 29, 2022 --** **MTC Policy Advisory Council Fare Coordination and Integration Committee, 10:00 am**

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



Association of Bay Area Governments



Technical Assistance  
for Local Planning  
**HOUSING**

# Summary of Housing Element Review Letters

Learning from Southern California & Sacramento

In Winter/Spring 2022, ABAG staff and consultants reviewed 33 comment letters from the California Department of Housing and Community Development (HCD) to jurisdictions in regions with earlier Housing Element deadlines. This summary presents common themes and lessons for Bay Area jurisdictions as they prepare their 6th cycle Housing Elements.

## Methodology

Staff and consultants identified a subset of 33 representative comment letters from jurisdictions in the SCAG (Southern California), SACOG (Sacramento) and SANDAG (San Diego) regions. Letters were selected to reflect a diversity of jurisdiction types by geography, size, and socioeconomic characteristics, including racial and ethnic diversity. Staff analyzed both the frequency of comments by Housing Element section and compiled both common and unique comments by major section.

## Key Findings and Recommendations

Many assumptions that jurisdictions made in previous Housing Elements will not be possible this cycle. Local jurisdictions will want to ensure that their Housing Elements are thorough, with more robust descriptions of housing needs, more inclusive outreach, a stronger focus on fair housing, more specific policies and programs, and strong justification for sites included in the inventory.

Although the types of comments received by each jurisdiction varied based on their particular demographic and economic characteristics and planning contexts, the most frequent comments can be grouped into five major categories (including the percentage of letters that contained comments on each topic):

- Affirmatively Further Fair Housing (AFFH) (94%);
- Public Participation (67%);
- Sites Inventory (94%);
- Government Constraints (58%);
- Policies and Programs (55%).

In addition, a cross-cutting theme is noted below in terms of special needs populations. Finally, unique and recent comments from HCD review letters are presented that may have special relevance for Bay Area jurisdictions.

## 1. AFFH

### Observation

A common theme in the comments across ninety-four percent of the HCD review letters is that the draft Housing Elements are not sufficiently detailed and specific with respect to the required data and analyses for AFFH, and also fail to connect findings from the AFFH analysis with specific sites strategies and programs and policies.

### Recommendations

- 1) Review the recommendations and observations contained in the ABAG memo from March 2022, which can be found [here](#) and take advantage of ABAG's other AFFH [technical assistance](#) which can be found [here](#).
- 2) Ensure that the AFFH analyses are sufficiently detailed in terms of required data and maps and include local knowledge and other relevant factors to address State guidelines. Additionally, have a summary narrative that tells the story of the community: how it has changed over time and what the landscape is like today.
- 3) Connect findings from the AFFH analysis to proposed affordable housing programs and policies. It is not enough to just discuss the data, cities must show how they intend to advance fair housing.
- 4) Document how the jurisdiction considered AFFH when initially deciding on sites to include by describing the jurisdiction's process and considerations.

## 2. Public Participation

### Observation

Sixty-seven percent of the letters contained comments concerning inadequate public outreach, almost always connected with the need to demonstrate that outreach was conducted to both lower-income households and households with special needs.

### Recommendations

- 1) Ensure robust outreach to lower-income and special needs groups and meetings should include special focus on lower-income or special needs groups.
- 2) Connect the community input received through outreach activities to policies and programs. There should be clear text that summarizes the feedback from the community and how the suggestions were or were not incorporated into the Housing Element.

- 3) Take advantage of ABAG's technical assistance on public participation including messaging guides, a Multi-lingual Community Survey Template & Social Media Toolkit and translation services which can be found [here](#).

### 3. Sites Inventory

#### Observation

All but two jurisdictions in this analysis received one or more comments on the sites inventory section, with the most common and extensive comments falling under two major subcategories: realistic capacity (73%) and non-vacant sites (65%). A frequent type of comment from HCD regarding these sections was that jurisdictions did not provide sufficiently detailed analysis to demonstrate that the proposed sites would develop with the proposed number of housing units during the planning period.

#### Recommendations

- 1) Follow HCD's detailed guidance (provided in their memo of June 10, 2020, which can be found [here](#)) and provide specific, site-level analyses to demonstrate that proposed housing sites could actually accommodate the proposed number of housing units by income-level during the planning period. This includes analysis for realistic capacity calculations as well as for development on non-vacant sites that allow other uses in addition to residential uses.
- 2) Use ABAG's free Housing Element Site Selection (HESS) tool to:
  - a. view HCD's data points, including AFFH data points, at the parcel level;
  - b. see estimations of realistic development capacity of each parcel given local market trends; and
  - c. automatically complete much of HCD's required electronic sites inventory form.
- 3) For non-vacant sites, most jurisdictions will need to provide evidence that the existing use is not a barrier to redevelopment with both site specific analysis and a summary of development trends. Additionally, jurisdictions should summarize policies and programs that support residential development on proposed redevelopment sites.
- 4) Assumptions that sites that allow both residential and commercial will include residential need to be supported by evidence. If sites permit developers to choose office or other non-residential uses, it is important to analyze what percentage of applicants are likely to choose non-residential (based on market trends and experience on nearby or similar sites) and reduce unit assumptions accordingly.

### 4. Governmental Constraints

#### Observation

Fifty-five percent of letters included comments related to governmental constraints on housing production, frequently including comments on constraints to housing development for lower-income and special needs households.

#### Recommendations

- 1) Data alone is not sufficient. Provide an analysis of what is or is not a constraint for both market-rate and affordable projects. If there are constraints, identify policies and programs to address those constraints. Jurisdictions should explicitly document and analyze governmental constraints to housing production for lower-income and special needs households and include detailed policies and programs to address such constraints, with clear timelines, milestones, responsible parties and funding.

## **Policies and Programs**

### **Observation**

Many jurisdictions received comments asking for more specificity in their policies and programs section. Generally, a program to study an issue will receive a comment asking for more concrete actions. Vague language will likely be rejected, especially if a program is tied to a constraint.

### **Recommendations**

- 1) Review all programs to ensure that there are clear timelines and metrics to evaluate success. Pay close attention to “ongoing” programs, which may need to be modified to include clear, accountable steps.
- 2) Have a narrative that summarizes key new policies and programs, and connects them to needs, community feedback or constraints.

## **5. Special Needs Populations**

### **Observation**

Across every section included in this analysis, HCD reviewers commented on the lack of sufficient attention to special needs populations (e.g., the elderly, persons with disabilities, large households, female-headed households, farmworkers, and persons experiencing homelessness). Both in terms of fully documenting and analyzing housing needs and in terms of developing policies, programs and affordable housing sites strategies, the draft Housing Element’s treatment of special housing needs tended to be more high-level and/or cursory than required or expected by HCD.

### **Recommendations**

- 1) In addition to the general data in the housing needs section, prepare detailed assessments of special housing needs and clearly connect special housing needs findings to programs, policies and sites strategies that are concrete and actionable.

## 7. Unique and Recent Comments: Accessory Dwelling Units, SB 9 and AB 215

### Observation

Numerous jurisdiction-specific comments were noted in the review letters, but three major types of comments are especially worthy of elevation to inform Bay Area Housing Elements. These concern how jurisdictions count units towards their RHNA using past Accessory Dwelling Unit (ADU) development trends as well as more recent guidance regarding SB 9 and AB 215.

### Recommendations

- 1) **ADUs:** Average at least the past three years of production rather than one recent year to determine the anticipated development of ADUs during the eight-year planning period.
- 2) **SB 9:** The lack of clear, published guidance may have led some jurisdictions to over-estimate unit production related to the state's adoption of SB 9. As with the sites inventory generally, potential SB 9 sites require detailed site by site analysis. Carefully review the guidance recently provided by HCD on this topic, which can be found [here](#).
- 3) **AB 215 and Public Outreach:** AB 215 adds an additional 30-day review period plus 10 business days for jurisdictions to consider comments before drafts can be submitted to HCD. Jurisdictions should plan to make drafts available for comment per AB 215 and HCD guidance to ensure that the public has adequate opportunity to comment on drafts before elements are submitted for HCD review.



## **Golden Gate Bridge, Highway & Transportation District Board of Directors Report Submitted By Holli Thier 5/22/22**

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

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

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

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

### **Highlighted Current Items From Past Meeting or Since Past Meeting**

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

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

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

#### **Ferry Passenger Advisory Committee (FPAC)**

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

**Bus Passenger Advisory Committee (FPAC)**

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

**Advisory Committee on Accessibility Committee (FPAC)**

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

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

**2. Zoom Meetings**

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

**3. Agenda and Other Items Of Note**

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

**1. FY 2022-2023 Proposed Budget Powerpoint Summary-**

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

**2. FY 2022-2023 Proposed Budget-**

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

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### **Link To Minutes of Past Meeting**

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

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

**Please see attached the Meeting Minutes for May 22, 2022**

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

MCCMC Legislative Committee Report to MCCMC May 19, 2022  
Respectfully Submitted  
Alice Fredericks, Councilmember, Town of Tiburon

## **Update on March/April Action**

### **March**

**AB 2097 – OPPOSED:** The bill prohibits local jurisdictions from imposing minimum parking on projects within ½ mile of public transit. MCCMC’s position has acknowledged the need to encourage use of public transportation, but also express concern about the reality of safety and enforcement challenges with increased pressure for on street parking especially in older communities with narrow legacy roads. The bill also gives concessions to developers without requiring affordable housing. The bill was amended May 19, 2022 to define public transit as a major transit stop, including those in relevant regional transportation plans.  
*Ordered to 3<sup>rd</sup> reading 5.19*

**AB 2647 - SUPPORT** The bill would clarify that documents that have been distributed to a majority of a local legislative body less than 72 hours before a meeting can be posted online in order to satisfy the requirements of the Brown Act.  
*Pending assignment to Senate committee 5.19*

**SB897 – OPPOSED** The bill allowed accessory dwelling units (ADU )heights of 25 ft on ministerial review and prohibited local jurisdictions from requiring existing ADUs to update to state and local zoning and building standards. The bill allowed ADUs on for all lots zoned for multifamily dwellings. The ADUS could be built before the primary units were built, with no provisions to require the primary unit to be built. The bill prohibited any requirements that did not permit an ADU to of at least 800square feet. Attached ADUs are permitted to expand beyond the primary single-family unit or the ADU not more than 150 square feet beyond the existing structure to accommodate ingress and egress. The bill also limits onsite parking requirements to one per unit. The bill was amended May 19, 2022 to allow local jurisdictions to impose ADU height limits that are the lower of 25 feet or the height of primary dwelling to which the ADU is attached. *Ordered to second reading 5.19*

### **APRIL**

**AB 2631 – OPPOSE:** The bill proposes to override existing law, the Government Claims Act, that establishes the liability and immunity of a public entity for its acts or omissions that cause harm to persons. This bill would provide that a public entity is liable for injury relating to the effects of that public entity’s homelessness policies on another public entity. This bill contains other related provisions.  
*Referred to Local Government and Judiciary Committees 3.10*

**SB 932 – WATCH LIST:** The Legislative Committee voted to put this bill back on the watch list, since it was just amended to apply only to the 9 largest counties in the state. The bill would require the circulation element of the general plan to include bicycle and pedestrian plans and traffic calming plans. It further would require a county or city to include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions. The bill would create a new private right of action and legal liability if local government could not meet proposed arbitrary deadlines.  
To be reconsidered by the Legislative Committee in May  
*Ordered to third reading, 5.19*

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

*Ordered to second reading 5.19*

### **Legislative Committee ACTION ITEMS May 23, 2022**

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

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

CalCities Position: Oppose unless amended

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

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

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

CalCities Position: Support

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

*Ordered to third reading. 5.05 **Legislative Committee voted to support***

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

CalCities Position: Oppose

This bill would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right (no CEQA) within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the



streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages, as specified. The bill would force cities to allow housing projects by ministerial review in nearly all areas of a city, rendering the process of zoning for housing to meet regional housing needs allocation process moot.

*Ordered to third reading. 5.19 **Legislative Committee voted to oppose***

**AB-1721 (Rodriguez) California Emergency Services Act**

CalCities Position: Support

The measure originally would establish the Emergency Medical Services Mutual Aid Program, to be administered by the Office of Emergency Services (OES), to support local government efforts in responding to surges in demand for emergency medical services during disasters.

The proposed program included resilience and mutual aid programs for local governments, a seismic retrofit program for multifamily soft story buildings, and funds to enhance Emergency Medical Services surge and mutual aid capacity. The bill was amended and includes only the funding program for seismic retrofit program for multifamily soft story buildings of at least five stories. Mill Valley requested MCCMC Legislative Committee support an amendment to change the funding program to provide support for retro fit of 3 story building which are predominant in many jurisdictions.

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

**ALL LETTERS MUST BE SENT VIA EMAIL.** Please make sure to email your letters to Senator Skinner ([senator.skinner@senate.ca.gov](mailto:senator.skinner@senate.ca.gov)), and Assembly Member Ting ([AsmBudget@asm.ca.gov](mailto:AsmBudget@asm.ca.gov)), Senator Nielsen ([senator.nielsen@senate.ca.gov](mailto:senator.nielsen@senate.ca.gov)), and Assemblymember Vince Fong ([assemblymember.fong@assembly.ca.gov](mailto:assemblymember.fong@assembly.ca.gov)).

If you are having difficulty sending this letter, please contact Meg Desmond at [mdesmond@calcities.org](mailto:mdesmond@calcities.org). In addition to sending this letter to the budget chairs and vice chairs, please email a copy to the following: your local Legislator(s), our [cityletters@calcities.org](mailto:cityletters@calcities.org) email account, as well as your Regional Public Affairs Manager.

**\*\*\*CITY LETTERHEAD\*\*\***

**DATE**

The Honorable Nancy Skinner  
Chair, Senate Budget and Fiscal Review  
Committee  
1021 O Street, Suite 8630  
Sacramento, CA 95814

The Honorable Philip Ting  
Chair, Assembly Budget Committee  
1021 O Street, Suite 8230  
Sacramento, CA 95814

The Honorable Jim Nielsen  
Vice Chair, Senate Budget and Fiscal  
Review Committee  
1021 O Street, Suite 7110  
Sacramento, CA 95814

The Honorable Vince Fong  
Vice Chair, Assembly Budget  
Committee  
1021 O Street, Suite 4630  
Sacramento, CA 95814

**RE: 2022-23 State Budget Request to Invest \$1.6 billion in the Vitality of Cities**

Dear Senator Skinner, Senator Nielsen, Assembly Member Ting, and  
Assembly Member Fong,

In the spirit of a strong state and local government partnership to benefit all Californians, the **City/Town of \_\_\_\_\_** respectfully requests a one-time allocation of \$1.6 billion (General Fund) in fiscal year 2022-23 to establish a Housing and Economic Development Program, implement organic waste recycling regulations, and reimburse local governments for unfunded, state-mandated programs.

Local governments are essential to the strength of California's economy, and the vitality of local governments is dependent upon fiscal stability. These proposed investments would support the economic vitality of local governments and would also help further the state's ambitious climate resiliency and affordable housing goals.

We write to urge the Legislature to seize the historic opportunity the state budget surplus presents to invest in the hearts of our communities and advance our shared goals. A strong state-local fiscal partnership would propel significant investments in a bright, sustainable future for all Californians.

### **Establish a Housing and Economic Development Program – \$500 million**

The City/Town of \_\_\_\_\_ supports establishing a Housing and Economic Development Program that would facilitate a partnership between the state and local agencies who adopt local property tax increment financing tools to support affordable housing, upgrade essential infrastructure, and spur economic development.

This program is crucial to achieving our housing supply and climate action goals. While cities appreciate the property tax tools the Legislature created after dissolving redevelopment to help address a range of community issues, the lack of funding has resulted in few cities being able to fully utilize them. Tools such as the Enhanced Infrastructure Financing Districts, Community Revitalization and Investment Authorities, and Affordable Housing Authorities may differ in their focus and details, but their common challenge is they lack sufficient financial capacity. The establishment of a state-local partnership to provide matching funds would greatly expand the viability of these tools, and propel significant investments in affordable housing, public infrastructure, and job creation.

### **Organic Waste Recycling Program Implementation – \$180 million**

Local governments are the backbone for achieving California's goal to reduce greenhouse gas emissions through organic waste recycling programs. Local governments need significant additional funding implement this state-mandated program without diverting existing resources from essential city services and increasing the financial burden on taxpayers.

The Department of Resources Recycling and Recovery's (CalRecycle) Organic Waste Reduction Regulations (SB 1383), adopted in November 2020, require local governments to reduce landfill disposal of organic waste 75% by 2025 and to increase edible food waste recovery 20%. Compliance obligations for local governments began in early 2022 and local governments continue to develop a comprehensive suite of local collection, enforcement, and funding programs. Cities and counties greatly appreciate the Legislature's creation of the SB 1383 local assistance grant program in the 2021 Budget Act. However, additional funding is greatly needed, presenting a renewed opportunity for state and local partnership to further our shared climate goals

Compliance with the SB 1383 regulations has caused local governments to raise their rates to cover the additional costs of administering the program. At a time when inflation is at its highest rate in decades, our residents are already feeling the negative impacts on their personal budgets. This is the right time for the state to continue to fund the implementation of this program to help keep solid waste and recycling rates from increasing dramatically.

### **Reimburse Local Governments for State-Mandated Programs – \$933.5 million**

According to data obtained from the State Controller's Office, as of October

2021, the state owes cities, counties, and special districts more than \$933 million, including estimated accrued interest, in mandated costs incurred since 2004.

Local governments rely on the state to reimburse them in a timely manner for costs related to state-mandated programs. Failing to pay for these costs threatens the stability of local budgets and the ability of local governments to fund essential services to the community. Given that local governments have diligently carried out crucial, unfunded programs for many years, we urge the Legislature to make local governments whole and support the financial sustainability of local governments.

**PLEASE CITE SPECIFIC BENEFITS TO YOUR CITY THAT WOULD RESULT FROM THESE INVESTMENTS.**

It is paramount that all levels of government work in tandem to advance shared state and local goals. Only then will it be possible to realize strong, thriving communities for all Californians. Thank you for considering our request and for the continued partnership.

Sincerely,

NAME

TITLE

CITY/TOWN of \_\_\_\_\_

cc: Your Local Senator and Assembly Member  
The Senate Budget Committee (Via email: [SBUD.Committee@senate.ca.gov](mailto:SBUD.Committee@senate.ca.gov))  
The Assembly Budget Committee (Via email: [AsmBudget@asm.ca.gov](mailto:AsmBudget@asm.ca.gov))  
Your Cal Cities Regional Public Affairs Manager (via email)  
The League of California Cities (Via email: [cityletters@calcities.org](mailto:cityletters@calcities.org))

**State-Mandated Program Costs Owed to Cities**  
**North Bay Division**

This chart represents unreimbursed costs incurred by cities in Assembly District 19 for state-mandated programs between 2004 and fiscal year 2019-20. This reflects data from the State Controller's Office as of October 2021. These figures are in whole dollars rounded to the nearest dollar, and represent the principal owed (does not include estimated accrued interest).

City	Amount Owed	Senator		Assemblymember	
American Canyon	\$ 285,142	Bill Dodd	SD 03	Cecilia Aguiar-Curry	AD 04
Belvedere	\$ 66,301	Mike McGuire	SD 02	Marc Levine	AD 10
Benicia	\$ 507,745	Bill Dodd	SD 03	Tim Grayson	AD 14
Calistoga	\$ 94,361	Bill Dodd	SD 03	Cecilia Aguiar-Curry	AD 04
Corte Madera	\$ 113,802	Mike McGuire	SD 02	Marc Levine	AD 10
Cotati	\$ 83,055	Bill Dodd	SD 03	Marc Levine	AD 10
Dixon	\$ 335,954	Bill Dodd	SD 03	Cecilia Aguiar-Curry	AD 04
Fairfax	\$ 115,177	Mike McGuire	SD 02	Marc Levine	AD 10
Fairfield	\$ 1,484,835	Bill Dodd	SD 03	Lori Wilson	AD 11
Healdsburg	\$ 118,853	Mike McGuire	SD 02	Jim Wood	AD 02
Larkspur	\$ 294,334	Mike McGuire	SD 02	Marc Levine	AD 10
Mill Valley	\$ 273,294	Mike McGuire	SD 02	Marc Levine	AD 10
Napa	\$ 121,862	Bill Dodd	SD 03	Cecilia Aguiar-Curry	AD 04
Novato	\$ 789,208	Mike McGuire	SD 02	Marc Levine	AD 10
Petaluma	\$ 677,896	Bill Dodd	SD 03	Marc Levine	AD 10
Rio Vista	\$ -	Bill Dodd	SD 03	Lori Wilson	AD 11
Rohnert Park	\$ 164,499	Bill Dodd	SD 03	Cecilia Aguiar-Curry	AD 04
Ross	\$ 92,563	Mike McGuire	SD 02	Marc Levine	AD 10
San Anselmo	\$ 223,640	Mike McGuire	SD 02	Marc Levine	AD 10
San Rafael	\$ 1,043,317	Mike McGuire	SD 02	Marc Levine	AD 10
Santa Rosa	\$ 2,264,948	Mike McGuire	SD 02	Jim Wood Marc Levine	AD 02 AD 10
Sausalito	\$ 346,814	Mike McGuire	SD 02	Marc Levine	AD 10
Sebastopol	\$ 128,295	Mike McGuire	SD 02	Marc Levine	AD 10
Sonoma	\$ 197,502	Bill Dodd	SD 03	Marc Levine	AD 10
St Helena	\$ 176,709	Bill Dodd	SD 03	Cecilia Aguiar-Curry	AD 04
Suisun City	\$ 332,616	Bill Dodd	SD 03	Lori Wilson	AD 11
Tiburon	\$ 150,281	Mike McGuire	SD 02	Marc Levine	AD 10
Vacaville	\$ 1,505,536	Bill Dodd	SD 03	Lori Wilson	AD 11
Vallejo	\$ 1,403,416	Bill Dodd	SD 03	Tim Grayson	AD 14
Windsor	\$ 69,534	Mike McGuire	SD 02	Jim Wood	AD 02
Yountville	~	Bill Dodd	SD 03	Cecilia Aguiar-Curry	AD 04
<b>Total</b>	<b>\$ 13,461,489</b>				

For reasons unknown to Cal Cities staff, data for Yountville was not provided by the State Controller's Office.

**Committee Report 5f:**

**Sonoma-Marín Area Rail Transit District**

The MCCMC Representative to SMART, Dan Hillmer, Larkspur, has provided the following link to the video presentation at the May 18, 2022 SMART Board meeting:

<https://www.youtube.com/watch?v=C4RI5AVLtQI>

Report featured on KPIX CBS Travel Tuesday: Taking a ride on the North Bay SMART Train (including interview with new General Manager Eddy Cumins):



Transportation Authority of Marin (TAM) Report to MCCMC. May 23, 2022  
Respectfully submitted  
Alice Fredericks, Councilmember, Town of Tiburon

The following TAM report includes, as indicated, issues to be addressed at the TAM Commission meeting on May 26, 2022 which takes place after the current MCCMC meeting.

### **General Info re Existing Programs**

**Commute 37** is a pilot carpool program launched on May 1. Commuters on Highway 37 can register on [www.Commute37.com](http://www.Commute37.com) and will receive a \$25 gift card just for signing up. Participants can find others who live and work nearby to create convenient carpools through the flexible program. Solano Transportation Authority, Napa Valley Transportation Authority, the Transportation Authority of Marin, and the Sonoma County Transportation Authority partnered to create the program funded by the Bay Area Air Quality Management District. The agencies provide an integrated software system set up by Ride Amigos, a software vendor also providing trip logging and ride matching for TAM's [Marin Commutes](#) program.

### **Highlights: Upcoming Meeting May 26, 2022**

#### **Project management and oversight services contract award**

The TAM Board will consider authorizing the Executive Director to negotiate and execute a 5 year contract for Program/Project Management and Oversight On-call services with T.Y. Lin International as recommended by the Funding, Programs & Legislation (FP&L) Executive Committee at its May 9, 2022 meeting.

The use of consultant support services on an as-needed basis enables TAM to deliver its projects and programs without bringing on additional full-time staffing. The practice allows use of specialized skills available on an on-call basis to respond to workload issues in a timely fashion. The support services are funded by various local, regional, state and federal sources.

#### **Draft Annual Budget**

TAM Board will consider opening the Public Comment Period Open for Annual Budget FY 22-23. TAM's annual budget development process allows the agency to create the plan for its agency operations and project/program management and delivery, as well as funding allocations to various project sponsors for the upcoming fiscal year. TAM's total revenue for FY 2022-23 is expected to be \$42.52 million and total expenditure is expected to be \$52.77 million based on current project/program delivery schedules.

Delivery schedules are key in estimating TAM expenditures because, although revenues are collected in cash from funding sources, most expense is ongoing and incurred when programs and projects request reimbursement for expenditures by the programs and projects. The relative timing can displace an expense budgeted for one fiscal year to another fiscal year. While this may result in estimated expense for one fiscal year exceeding that year's revenues, the revenue to reimburse comes out of the reserves in the previous year.

#### **Connect2Transit Program**

The TAM Board will consider approval of the extension of the contract with UBER Technologies for the Connect2Transit program. The program is implemented by TAM with Marin Transit to provide vouchers for first and last mile connections to transit locations. Marin Transit provides wheelchair accessible vans as part of the agreement. The contract for the program is

budgeted for \$140 thousand, but the total cost to date has been \$7500. Cost is expected to accelerate as employees continue to return to work. Cost recovery from agreements with employers Kaiser and county of Marin is anticipated.

**Bicycle Pedestrian Advisory Committee (BPAC) Bylaw**

The TAM Board of Commissioners will consider staff proposed reviews and revisions to the existing BPAC Bylaws. The proposed revisions include a review by BPAC of various bike and/or pedestrian funding program areas, which are expected to evolve in the coming years. Also to be considered by the TAM Board is a review of Complete Streets Checklists as required for discretionary funding from the MTC. Countywide standards for BPAC responsibilities and membership will be considered based on input from MTC. In addition to extensive email and phone communication, TAM staff presented all recommended changes to the BPAC at its April 13, 2022 meeting and received strong support from the group on all items.

**Some Bills to be Considered:**

**SB 1482 (Allen) Building standards: (EV) charging infrastructure :** Support Recommended: This bill updates California's residential building code to require newly constructed multifamily residences in California to provide EV Ready ("plug-and-play") charging access for every unit that has access to a parking space. SB 1482 is consistent with the goal in TAM's adopted State Legislative Platform to support effort to expand infrastructure and incentives for conversion to EVs to reduce greenhouse gas (GHG) emissions.

**One Bay Area Grant (OBAG) Local Criteria for Funding**

Metropolitan Transportation Commission (MTC) created OBAG program to distribute funds from Federal Surface Transportation Acts in 2012 and to integrate the region's federal transportation program with California's required Sustainable Communities Strategy (SCS). The strategy intends to encourage land-use and housing policies that support the production of housing consistent with transportation investments. MTC adopted policies and guidelines in March 2022 for the current cycle - OBAG 3- to distribute federal transportation funds from the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law. OBAG 3 funds will be programmed for a four-year period from FY 22/23 to FY 25/26.

MTC intends to continue the general policies adopted during previous OBAG cycles, with new considerations to address contemporary concerns and priorities with transportation investments. In particular, OBAG 3 emphasizes projects and programs that improve safety, spur economic development, support Equity Priority Communities, and help the Bay Area meet climate change and air quality improvement goals. TAM's near-term activity on adoption of local criteria will include development of a Countywide Transportation Plan (CTP).

At its May 9, 2022 meeting, the Funding, Programs & Legislation (FP&L) Executive Committee unanimously voted to refer the local criteria to the TAM Board for approval. Upon adoption by the TAM Board on May 26, 2022, a Call for Projects will be issued to local and transit agencies no later than no later than May 31, 2022.

*See TAM agenda May 26 Item 8 Attachment A for proposed local criteria*

**SAFE ROUTES TO SCHOOL** At its May 26 meeting, the TAM Board will receive a power point update for Street Smarts program

May 2022

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

Marin Councilmembers and Mayors,

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

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

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

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

Excelsior,

Brian Colbert

Hamlet of San Anselmo

tel. (415) 938-6852

bcolbert@townofsananselmo.org

Melissa Blaustein  
203 Richardson #4  
Sausalito CA 94965  
[mblaustein@sausalito.gov](mailto:mblaustein@sausalito.gov)

May 24, 2022

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

Dear Mayors and Councilmembers,

I would like to formally submit my name for consideration as MCCMC Vice-President for Fiscal Year 2022/2023. As a lifelong Marin County native and newly elected council member, and now Vice Mayor of Sausalito, I have very much enjoyed participating in the MCCMC meetings and joining our incredible group of elected officials in Marin County to come together to work on critical issues impacting our community. Born and raised in Marin, it is an honor and privilege to be among such a distinguished group serving our county as we tackle critical issues like mitigating climate change, planning for disaster preparedness, and recovering with resiliency from COVID19. I currently serve as co-chair of the MCCMC Climate Committee and I would be honored to serve as Vice-President next year.

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

Warmly,

Melissa Blaustein

Vice Mayor, Sausalito

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

Wednesday, June 22, 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**

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

**6. Business Meeting**

- 6.a. Consideration and Possible Approval of the 2022-2023 Meeting Schedule and List of Host Cities
- 6.b. Review of Draft Agenda for the September 28, 2022 MCCMC Meeting
- 6.c. Consideration and Possible Action to Approve the Draft Minutes of the May 25, 2022 MCCMC Meeting Held Via Zoom Webinar
- 6.d. Consideration and Possible Appointment of Executive Committee: President and Vice President for 2022-23 Term
  - 6.d.1: Nominations for MCCMC Vice President for 2022-23
  - 6.d.2: Nominations for MCCMC President for 2022-23

**8:30 PM ADJOURN: to the September 28, 2022 meeting**

*Deadline for Agenda Items – September 21, 2022 Please send to:*  
[MCCMCSecretary@gmail.com](mailto:MCCMCSecretary@gmail.com)

MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS

**DRAFT**

MINUTES

**MEETING OF THE CITY SELECTION COMMITTEE**

WEDNESDAY, April 27, 2022

VIA VIDEOCONFERENCE ONLY

**Mayors (or Proxies) Present**

Belvedere: -  
Corte Madera: Mayor Fred Casissa  
Fairfax: Mayor Stephanie Hellman  
Larkspur: -  
Mill Valley: Mayor John McCauley  
Novato: Mayor Eric Lucan  
Ross: Mayor Elizabeth Robbins  
San Anselmo: Mayor Alexis Fineman  
San Rafael: Mayor Kate Colin  
Sausalito: Mayor Janelle Kellman  
Tiburon: -

**MCCMC Executive Committee Present:** President Sashi McEntee, Mill Valley; Vice President Brian Colbert, San Anselmo; Secretary Rebecca Vaughn

**1. Call to Order, Welcome and Purpose of Meeting**

MCCMC President Sashi McEntee called the meeting of the Marin County City Selection Committee for April 27, 2022 to order at 5:15pm.

**2. Open Time for Public Comment**

President McEntee called for public comment.

Kate Colin, Mayor, San Rafael: Mayor Colin informed the mayors that their selections for the MCCMC homeless committee have been invited to a homeless conference that is being put on by stakeholders, including the county and CBOs. Each city can have two people that attend. It can be your representative on the MCCMC homeless committee, or it can be a Mayor plus somebody else. She asked that Mayors follow up with their representatives, and that they are trying to get RSVPs by the end of the week. Rachel Kurtz and Renee Godard, the co-chairs of MCCMC homeless committee will be setting up the conference.

There were no attendees wishing to provide public comment and no emailed public comment.

**3. Acceptance of the Minutes of the May 25, 2021 City Selection Committee**

President McEntee introduced the item. There was no public comment and no questions from Councilmembers. The minutes were approved by a roll call vote of the Mayors of the cities/towns present, 8-0-3 (Belvedere, Larkspur, and Tiburon absent)

**4. Consideration and Possible Action to Appoint an MCCMC Representative to the Association of Bay Area Governments (ABAG) Executive Board**



1 Introduction

2 Sashi McEntee summarized that the requested action was to consider action appointment of the  
3 primary MCCMC Representative to the ABAG Executive Board. One letter of interest was received,  
4 from Pat Eklund, Councilmember from Novato, the current incumbent.  
5  
6

7 Comments from MCCMC members and other members of the public  
8

9 President McEntee asked if there were any questions or comments from MCCMC members. There  
10 were no questions or discussion from MCCMC members. Mayor Colin thanked Pat Eklund for her  
11 continued advocacy on behalf of Marin.  
12

13 There no questions or comments from members of the public, and no public comments received via  
14 email. MCCMC President McEntee then called for a vote.  
15

16 Mayors/Proxies discussion and vote  
17

18 There was a motion and a second (McCauley/Lucan) to appoint Pat Eklund, Novato, to serve a new  
19 two-year term as MCCMC Representative to the ABAG Executive Board, which will commence July  
20 1, 2022 and will expire June 30, 2024. The motion was approved by a roll call vote of the Mayors  
21 (or designated proxies, if applicable), of the cities/towns present.  
22 The vote was 8-0-3 (Belvedere, Larkspur, and Tiburon absent)  
23  
24  
25

26 **5. Consideration and Possible Action to Appoint an Alternate MCCMC Representative to the**  
27 **Association of Bay Area Governments (ABAG) Executive Board**  
28

29 Introduction  
30

31 Sashi McEntee summarized that the requested action was to consider action appointment of the  
32 Alternate MCCMC Representative to the ABAG Executive Board. One letter of interest was  
33 received, from Eli Hill, Councilmember from San Rafael, the current incumbent.  
34  
35

36 Comments from MCCMC members and other members of the public  
37

38 President McEntee asked if there were any questions or comments from MCCMC members. There  
39 were no questions or discussion from MCCMC members. Pat Eklund stated that she is available to  
40 answer any questions, and that they work well together and we make a good team.  
41

42 There no questions or comments from members of the public, and no public comments received via  
43 email. MCCMC President McEntee then called for a vote.  
44  
45

46 Mayors/Proxies discussion and vote  
47

48 There was a motion and a second (Colin/Kellman) to appoint Eli Hill, San Rafael, to serve a new  
49 two-year term as Alternate MCCMC Representative to the ABAG Executive Board, which will  
50 commence July 1, 2022 and will expire June 30, 2024. The motion was approved by a roll call vote  
51 of the Mayors (or designated proxies, if applicable), of the cities/towns present.  
52 The vote was 8-0-3 (Belvedere, Larkspur, and Tiburon absent)  
53

1 **6. Consideration and Possible Action to Appoint an MCCMC Representative to the Marin**  
2 **County Local Agency Formation Commission**

3  
4 Introduction

5  
6 Sashi McEntee summarized that the requested action was to consider appointment of the MCCMC  
7 Representative to the Marin County Local Agency Formation Commission (LAFCo). One letter of  
8 interest was received, from Barbara Coler, Councilmember from Fairfax, the current incumbent.  
9

10  
11 Comments from MCCMC members and other members of the public

12  
13 President McEntee asked if there were any questions or comments from MCCMC members. There  
14 were no questions or discussion from MCCMC members.

15  
16 There no questions or comments from members of the public, and no public comments received via  
17 email. MCCMC President McEntee then called for a vote.  
18

19 Mayors/Proxies discussion and vote

20  
21 There was a motion and a second (Hellman/Casissa) to appoint Barbara Coler, Fairfax, to serve a  
22 new four-year term as one of the two MCCMC Primary Representatives to Marin LAFCo, which will  
23 commence the first Monday of May, 2022 and will expire the first Monday of May, 2026. The  
24 motion was approved by a roll call vote of the Mayors (or designated proxies, if applicable), of the  
25 cities/towns present.

26 The vote was 8-0-3 (Belvedere, Larkspur, and Tiburon absent)  
27

28 **7. Announcements - None**

29  
30 **8. Adjournment**

31  
32 MCCMC President McEntee adjourned the meeting of the City Selection Committee at 5:26p.m.  
33

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

**Wednesday, April 27, 2022  
VIA VIDEOCONFERENCE  
6:00pm**

**Members Present**

Belvedere: Councilmember Lynch  
Corte Madera: Mayor Casissa; Councilmember  
Fairfax: Mayor Hellman; Councilmembers Ackerman, Coler, Goddard  
Larkspur: Mayor Hillmer; Councilmember Way  
Mill Valley: Mayor McCauley; Councilmember McEntee  
Novato: Mayor Lucan; Councilmembers Eklund, Milberg  
Ross: Mayor Robbins; Vice Mayor Kuhl; Councilmember McMillan  
San Anselmo: Mayor Fineman; Councilmember Colbert  
San Rafael: Mayor Colin; Councilmembers Hill, Kertz  
Sausalito: Mayor Kellman; Councilmember Hoffman  
Tiburon: Councilmembers Fredericks, Griffin

**Ex Officio:** Ross Town Manager Christa Johnson; San Rafael City Manager Jim Schutz; MCCMC Secretary Rebecca Vaughn

**Guests were:** Mark Brown, Marin Wildfire Prevention Authority; Mark Van Gorder, PG&E; 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 April 27, 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 each of the 11 cities/towns in attendance.

President McEntee then called for Public Comment.

**3. Public Comment:**

1. Deborah Benson – Stated that she is a member of the Fairfax Tree Committee. She spoke about the recent tree cutting by PG&E and that it has gotten out of hand. Their tree ordinance isn't being respected, trees are being cut down on private property without notifying the owners. Our building inspector, Mark Lockabee is being told that the owners have been notified. At a recent planning commission meeting one of our town staff mentioned a tree being cut without notifying the owner, and then PG&E telling the owner that another tree was going to be cut and they had the right to come onto the property and do so. There are big trees being cut down. Our ordinance requires a permit and we need some help here. So if Mark Van Gorder can be helpful in trying to get these contractors to do the right thing and pay attention to our ordinance it would be much appreciated, because it feels at this point like Fairfax is being clear cut. Any help from MCCMC is much appreciated.

Hearing no additional public comment, President McEntee introduced the presentation.

**4. Presentations:**

**6.d.**

1 4.a. PG&E Enhanced Vegetation Management Plan For Marin

2 *Presentation provided by Mark van Gorder, PG&E Sr. Government and Public Affairs*  
3 *North Bay*  
4

5 President McEntree introduced Mark Van Gorder, stating that Mr. Van Gorder will provide an  
6 update on the Enhanced Vegetation Management Program for PG&E. She explained that  
7 the enhanced vegetation management program in Marin has only a couple of different  
8 focuses and one of them is Mill Valley and one is Fairfax/Woodacre. Mr. Van Gorder  
9 summarized the program, explaining that the enhanced vegetation management program is  
10 to assess dead, dying, diseased trees and trees that have what PG&E calls strike potential,  
11 where, if the tree is leaning in the direction of their electric facilities and fails, if it's 100 feet  
12 tall, it has a 100 foot strike potential out. So those are the trees that PG&E is currently  
13 assessing through inspections. The inspections in the Fairfax area are complete and Mill  
14 Valley inspections are ongoing, and then the work is phased in.

15  
16 He discussed the vegetation work occurring throughout their territories, and displayed areas  
17 where work is being done in the unincorporated parts of Marin County, and also in the town  
18 of Fairfax. He showed that those lines sync up with their electric distribution lines in the high  
19 fire threat area and explained the CPUC tier system, that Tier 3 represents the highest fire  
20 threat areas where their utilities are. He explained that those locations are where they are  
21 assessing vegetation, such as dead, dying, and diseased trees for overstrike potential.

22  
23 He then took questions from attendees and discussed the public outreach that was  
24 distributed to areas where the inspections were being carried out. He stated that a trifold  
25 mailer was sent out to homes in the neighborhoods where the enhanced vegetation  
26 management program was happening. Automated voice phone calls also went out to  
27 customers. He further explained that what should happen is both their inspectors and those  
28 who are performing work on customers' property would be contacting the customers to let  
29 them know about the work. He expressed concern about comments stating that customers  
30 weren't being notified and stated that he would like to speak to anyone who said that they did  
31 not receive notification so that he can connect the concerned residents to those in the field so  
32 that their concerns could be addressed. Examples of the outreach materials can be viewed  
33 [here](#), [here](#) and [here](#).

34  
35 President McEntee asked Mr. Van Gorder to further explain the Enhanced Vegetation  
36 Management Program, where it comes from, what is the criteria for it, and how that leads into  
37 the process of dealing with the cities and towns.

38  
39 Mr. Van Gorder responded that when vegetation comes in contact with their equipment, there  
40 is the chance and potential for ignition. He stated that, in the case of the Dixie fire, it's his  
41 understanding that a tree that they deemed to be safe, that was somewhat leaning towards  
42 their lines, failed and fell into those power lines starting an ignition that resulted in  
43 approximately 1 million acres of forest damage. PG&E wants to remove strike potentials from  
44 their lines, which includes vegetation that may overhang the lines. So going ground to sky or  
45 at least from the lines to sky up, that could be anywhere from 18 to 20 feet out, depending on  
46 the type of tree and tree growth. PG&E has a tree assessment tool to determine the tree's  
47 health, and if it has strike potential, if it's leaning towards the lines and there's concern about

**6.d.**

1 root failure or general failure where it would fall into the lines, PG&E is removing those trees  
2 that they feel that could fall into lines and create an ignition, the whole tree or branches.

3  
4 President McEntee added that the Enhanced Vegetation Management program is a 10 year  
5 plan in which PG&E looks at the vegetation that has strike potential, that has the potential to  
6 ignite. And then there is a risk rating on all of the circuits, and then they determine the most  
7 risky areas. And then anything that is going to potentially result in ignition, within the  
8 allowable bounds per CPUC or per law, will be removed. It was also her understanding from  
9 PG&E's enhanced vegetation management team, that if that limbing up would adversely  
10 affect the tree's mortality, then they will just remove the whole tree. Then, it needs to be  
11 determined if the tree is on public property, private property, or is it in the public right of away.  
12 If it's in the public right of away, then there is a process of interacting with the jurisdiction,  
13 whether it's a city, town, county, open space, parks to communicate on and get an  
14 encroachment permit to be able to do the work.

15  
16 For trees on private property, Mr. Van Gorder explained the communication process, where  
17 they will be sending out mailers that explain the work, why they need to do the work. They  
18 provide the 800 number, and email as a means to communicate. They canvas the area and  
19 field teams should be speaking with the property owners before coming onto their property. It  
20 may be that the customer isn't home, didn't get the mailer, didn't listen to the voice message  
21 that was sent, or it's possible that somehow a property did not get those communications. If a  
22 customer is saying that they didn't receive any communication, he would like to talk with  
23 them about their experience so that he can follow up with staff.

24  
25 Regarding permits from affected jurisdictions, Mr. Van Gorder explained that PG&E would  
26 not request a permit. There may be instances where they need some permits, but they don't  
27 fall under the jurisdiction of tree ordinances or protected trees. They do want to work with the  
28 towns, and if there are areas of concern, they are happy to meet and discuss. He stated that  
29 they will set up a follow up meeting, both in Fairfax and Mill Valley with those vegetation  
30 managers to talk about how they can do better, but specific to permits for private property,  
31 typically they do not request permits.

32  
33 President McEntee summarized that she will communicate with PG&E to figure out how they  
34 can coordinate the vegetation management work a little bit better. She stated that she will  
35 pass on to them the questions that came out of this presentation: Does PG&E's vegetation  
36 management work follow local ordinances and get local permits before doing the work; What  
37 is the environmental review process for this work; What is the process for working in the  
38 public right of way versus private property; What is the policy for debris removal (noting that  
39 it may cause the owner to have an expense and could create a hazard); Does PG&E replace  
40 trees or would they consider replacing trees that are removed in a different location; And  
41 there should be more of a coordination process with jurisdictions in sitting down with them in  
42 advance for planning. especially when roads are going to be closed for the work.

43  
44 Following Q&A, President McEntee introduced the second presentation.

4.b. Update from Mark Brown, Marin Wildfire Prevention Authority Executive Director,  
Regarding Outlook For Upcoming Fire Season

Mark Brown, Executive Director for the Marin Wildfire Prevention Authority provided a presentation on the 2022 Fire Season Forecast. The presentation slides can be viewed [here](#).

His presentation covered Northern California as a whole, and discussed the winter weather, the current drought index, what the fuels are tracking for specifically in Marin, and the overall significant fire potential. Currently, the weather outlook for April through July is near to above normal temperatures and near to below normal precipitation.

Regarding the winter weather, if you look at year to date rain totals, they are almost normal. But the way that we received it, did not do much to help us when it comes to wildfire because it was sporadic and it came in huge doses at once.

The drought index, as of April 12th, still shows Marin in what is considered a severe drought and the fuels moisture index is showing a drying trend, despite the heavy rains last year. The forecast is showing an above normal chance of significant fire by June. By July, right now the prediction is that the Bay Area could drop back down into normal chance for significant fire. But chances for significant fire in July, August, September, October is already high. If we get the ignitions and we get the same weather that we received last year, 2022 can be a very similar fire season to 2021.

He also shared that the Marin Wildfire Prevention Authority's 2022/23 draft work plan is included on the presentation slides, including lists of key projects proposed for each of the member agencies. See pages 10-16 of the [presentation](#).

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

5. **Committee Reports:** All Committee reports were submitted in writing and are available in the [agenda packet on the MCCMC website](#). 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

**6.d.**

- 1 5.d. ~~Golden Gate Bridge, Highway & Transportation District~~ (No report)
- 2
- 3 5.e. MCCMC Legislative Committee
- 4 5.e. Written reports from Chair Alice Fredericks, Tiburon, and Vice Chair Barbara
- 5 Coler, Fairfax
- 6
- 7 5.f. Sonoma-Marín Area Rail Transit District (SMART)
- 8 5f. Written report provided by Dan Hillmer, Larkspur
- 9
- 10 5.g. Transportation Authority of Marin
- 11 5.g. Written report provided by Alice Fredericks, Tiburon
- 12
- 13 5.h. ~~MCCMC Climate Action Committee~~ (No report)
- 14
- 15 5.i. ~~MCCMC Water Policy Ad Hoc Committee Report~~ No report
- 16
- 17
- 18

19 **6. BUSINESS MEETING**

- 20 6.a. Report out from City Selection Committee Meeting Regarding the Following Items:
- 21 1. Primary MCCMC Representative to the ABAG Executive Board, (Incumbent, Pat
- 22 Eklund / Novato)
- 23 2. Alternate MCCMC Representative to the ABAG Executive Board (Incumbent, Eli
- 24 Hill, San Rafael)
- 25 3. MCCMC Representative to the Marin County Local Agency Formation
- 26 Commission (Incumbent, Barbara Coler, Fairfax)
- 27

28 President McEntee reported that the City Selection Committee met regarding the

29 appointments of the primary and alternate representatives for MCCMC to the Association of

30 Bay Area Government's (ABAG) Executive Board, and an appointment to the Marin Local

31 Agency Formation Commission. For ABAG, Pat Eklund is the incumbent, as the regular

32 member and Eli Hill is the Alternate. They both submitted letters of interest and they were

33 reappointed by the City Selection Committee. Barbara Coler, the current incumbent as one of

34 the MCCMC representatives to the Marin County Local Agency Formation Commission,

35 submitted a letter of interest and was reappointed by the City Selection Committee.

36

37

38

- 39 6.b. Report out of Annual Mayors Select Committee Meeting
- 40

41 President McEntee reported that, regarding meeting in person, it was decided that we will go

42 ahead and be virtual in May. And then we may move to meeting in person in June, and we

43 would try to have that in one of the cities that has an easily accessible outdoor venue, which

44 right now is probably going to be either Novato or Mill Valley.

45

46 The group also talked about any requests that come through this body that result in requests

**6.d.**

1 for financial contributions from cities and towns. There are two interests: 1) To make sure  
2 that there is still the ability for people to make requests and to share opportunities with the  
3 group. And 2) that the budget processes and timing of the cities and towns are respected so  
4 that we can make efficient use of everyone's time and not feel obligated to respond to what  
5 all are wonderful requests.

6  
7 The group also reviewed the list of appointments, which seats get appointed or  
8 recommended by the City Selection Committee, which get appointed by the MCCMC body as  
9 a whole.

10  
11 6.c. Review of Draft Agenda for the May 25, 2022 MCCMC Meeting  
12 Attachment 6b: Draft agenda for May 25, 2022 meeting

13  
14 There were no comments on the draft agenda.

15  
16  
17 6.d. Consideration and Possible Action to Approve the Draft Minutes of the March 23,  
18 2022 MCCMC Meeting Held Via Zoom Webinar  
19 Attachment 6c: Draft minutes, March 23, 2022 meeting

20  
21  
22 There was a motion and second (Eklund / Casissa) to approve the minutes of the May 25, 2022.  
23 The motion was approved by roll call vote of the cities/towns present, 10-0-1 (Tiburon abstained).

24  
25  
26 **Adjournment**

27  
28 The meeting was adjourned at 7:17pm to the next regular meeting scheduled for May 25, 2022 at  
29 6:00pm to be held via Zoom videoconference.