

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

Wednesday, January 23, 2019
Hosted by the City of Sausalito
The Spinnaker ~ 100 Spinnaker Drive, Sausalito, CA 94965

6:00 PM Social Hour (No-Host Bar)

6:55 PM Welcome and Introductions

1. **Call to Order:** President Ray Withy
2. **Public Comment** (Limit 3 minutes per person)
3. **Welcome and Introduction of Guests:** Mayor Joe Burns

7:05 PM Dinner Service

7:15 PM 4. Committee Reports (3 minutes per person)

- 4.a. Metropolitan Transportation Commission – Verbal report from Supervisor Damon Connolly
- 4.b. Association of Bay Area Governments – Written and verbal report from Pat Eklund, Novato.
(Attachment 4.b.: ABAG Report to MCCMC for January, 2019.was not available at time of publication. The report will be provided at the meeting and the agenda packet will be revised and re-sent once available)
- 4.c. Golden Gate Bridge and Highway Transportation District – Verbal Report from Alice Fredericks, Tiburon
- 4.d. MCCMC Legislative Committee – Verbal Report from Alice Fredericks, Tiburon
- 4.e. Transportation Authority of Marin – Verbal Report from Alice Fredericks, Tiburon
- 4.f. Marin Transit – Written and Verbal Report from Stephanie Moulton-Peters, Mill Valley
(Attachment 4.f.: Report on Marin Transit’s recent Board decision on Yellow School Bus Funding Allocation for 2019-20)
- 4.g. Sonoma/Marin Area Rail Transit (SMART) Commission – Written and Verbal Report from Dan Hillmer, Larkspur
*(Attachment 4.e., SMART General Manager’s Report for January 2019 is available online via the following link:
<http://sonomamarintrain.org/sites/default/files/Board/COC%20Documents/GM%20Report%20-January%202019.pdf>)*
- 4.h. Disaster Preparedness Ad Hoc Committee – Verbal Report from Catherine Way, Larkspur and Sashi McEntee, Mill Valley

7:45 PM **5. Keynote Presentation:**
The Nextdoor Public Agency Platform – A Hyper Local Resource Connecting Local Officials With Those They Serve
(Presentation provided by Sarah Friar, Chief Executive Officer, and Steve Wymer, Vice President of Policy and Communications)

8:15 PM **6. Business Meeting**

6.a. Consideration and Possible Action to Make the Following Committee Appointments:

6.a.1: MCCMC Alternate Representative to League of California Cities, North Bay Division Executive Board
MCCMC Representatives are appointed annually each calendar year.

Expiration of current term was announced and letters of interest were solicited at the October 24 meeting. Sashi McEntee, Mill Valley, indicated that she did not wish to seek re-appointment. Nominations were re-opened and accepted from the floor at the November 28, 2018 meeting. Renee Goddard, Fairfax, and David Kunhardt, Corte Madera, were nominated. Councilmember Kunhardt has submitted a letter of interest, and Councilmember Goddard has informed staff that she wishes to withdraw her name from consideration. Additional nominations will be accepted from the floor and appointment for a one-year term may be made at the January 23, 2019 meeting.
(Attachment 6.a.1: Letter of Interest received from David Kunhardt, Corte Madera)

6.a.2 Marin Major Crimes Task Force Oversight Committee (Alternate)

Expiration of current term was announced and letters of interest were solicited at the October 24 meeting. Catherine Way, Larkspur, indicated that she will not seek re-appointment. Nominations were re-opened no nominations were received from the floor and no letters of interest have been received since the November 28, 2018 meeting. Additional nominations will be accepted from the floor and appointment for a two-year term may be made at the January 23, 2019 meeting.

6.b. Update on a Survey of Members, Timetable and Next Steps
(Verbal update to be given by President Ray Withy)

6.c. Review of Draft Agenda for February 27, 2019 MCCMC Meeting Hosted by the Town of Tiburon

(Attachment 6.c.: Draft Agenda for February 27, 2019 MCCMC meeting)

6.d. Consideration and Possible Action to Approve the Draft Minutes of the November 28, 2018 MCCMC Meeting Hosted by the Town of Ross

(Attachment 6.d: Draft Minutes of November 28, 2018 MCCMC meeting)

8:30 PM ADJOURN: to the February 27, 2019 meeting hosted by the Town of Tiburon
Deadline for Agenda Items – February 20, 2019 Please send to:
MCCMCSecretary@gmail.com



January 7, 2019

711 grand ave, #110
san rafael, ca 94901

ph: 415.226.0855
fax: 415.226.0856
marintransit.org

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: Yellow Bus Funding Allocation

Dear Board Members:

board of directors

stephanie moulton-peters
president
city of mill valley

damon connolly
vice president
supervisor district 1

dennis rodoni
2nd vice president
supervisor district 4

judy arnold
director
supervisor district 5

kate colin
director
city of san rafael

kathrin sears
director
supervisor district 3

katie rice
director
supervisor district 2

RECOMMENDATION: Approve home to school yellow bus funding allocation for FY 2019/20.

SUMMARY:

Measure AA is an extension of the existing Marin County ½ percent sales tax for transportation and was approved in November 2018. Under the new measure, Marin Transit is required to spend five percent of the Measure AA funds on school-related transportation programs and services. The following staff report recommends distributing \$600,000 of Measure AA funds by formula to existing yellow bus programs serving schools in the urbanized area of Marin County.

BACKGROUND:

In 2015, Marin Transit partnered with Transportation Authority of Marin (TAM) and the Marin County Office of Education (MCOE) to complete a Coordinated Countywide Student Transportation Study (CCSTS). This study made a variety of recommendations for modifying and expanding school transportation in Marin County. Marin Transit uses this study as a framework for our school-focused programs and services.

Marin Transit provides ten Supplemental School routes to accommodate overcrowding on regular public transit services due to the demand for school-related transportation. These routes operate school days only and add capacity at specific times of the day to coordinate with school start and release times. These services are open to the public and operate with published timetables. The supplemental routes provide approximately 36 additional peak hour bus trips daily and carry an average of over 1,000 daily passenger trips, about 30 students per bus.

The CCSTS recommends that Supplemental School service be focused on serving high school students who are more independent

and able to navigate public transit service. The Supplemental School transit operation is at capacity and has limited opportunity to expand at this time. This is primarily due to equipment availability and limited bus parking.

In addition to providing Supplemental School service, Marin Transit has offered a school-based Youth Pass Program to Marin County students for the past nine years. In Fiscal Year 2017/18, nearly 4,500 youth pass “stickers” were distributed to 33 participating public and private schools. Students using the Youth Pass can ride any Marin Transit local route without paying additional fare. Students who are income-qualified receive the pass for free. The Youth Pass provides access to Marin Transit services for school, work, home, or recreational activities within Marin County at a low or no cost.

Three years ago, Marin Transit also began to support home to school yellow bus programs. Many school districts in Marin County no longer provide yellow bus services for home to school transportation except when required to do so by the State of California. Recently, cities and towns have partnered with local school districts to revive yellow bus programs for elementary and middle schools as a means of traffic congestion relief. Marin Transit has supported these partnerships with planning services, operational oversight, and customer service support.

At the direction of the Marin Transit Board, an ad hoc committee on school transportation was formed in May 2016 to evaluate and plan Marin Transit’s involvement in school transportation in Marin County. The ad hoc committee met 13 times during the past two years with attendance from various stakeholders of yellow bus programs in Marin County. In addition to guidance on advancing the CCSTS recommendations, the ad hoc committee recently gave Marin Transit staff direction on the use of the recently approved Measure AA funding to support home to school yellow bus programs in Marin County. Based on this guidance, staff recommends that a portion of funding that Marin Transit receives from Measure AA be distributed through a funding allocation formula to support ongoing operations of existing yellow bus programs. This letter outlines the proposed eligibility criteria and allocation methodology for these funds.

ELIGIBLE PROGRAMS:

Home to school yellow bus programs are an effective means of reducing congestion during peak times. First, staff recommends that programs eligible for a funding allocation should be public schools located within the urbanized area of Marin¹ to support programs that reduce traffic in the most congested corridors.

Second, staff recommends that these funds be provided to those programs that were operational in FY 2017/18 in order to provide long term, reliable financial operating support since a dedicated funding source is not available from the State of California. Staff are pursuing other funding sources that could support expanding existing programs or providing start-up funds for new programs serving other high needs schools identified in the CCSTS. Included as Attachment A is an Allocation Request Form for \$1.1 million recently submitted to TAM for this purpose.

¹ 1. Census Reporter – San Francisco/Oakland, CA Urbanized Area.
<https://censusreporter.org/profiles/40000US78904-san-franciscooakland-ca-urbanized-area/>

Third, staff recommends that all eligible programs offer a reduced pass for the yellow bus program that provides at least a 50 percent pass price discount to income-eligible students. This requirement is intended to recognize that home to school transportation is both a tool for congestion relief and an opportunity to provide safe and efficient access to school for all students.

As mentioned above, the yellow school bus programs operating in Marin County today do not have a dedicated funding source that covers the full cost to operate the program. Many programs are funded by fare revenue and by contributions from cities/towns, the County, and the school districts. Marin Transit is not able to fully fund all of the programs with Measure AA funds. As such, Marin Transit requires a maintenance of effort on the part of current program funding participants. In order for a program to be eligible, it must have a local funding (or other discretionary funds) contribution match of at least 20 percent of program costs. This amount does not include pass sales/fare revenue.

All programs receiving funding must certify annually that they meet the above detailed requirements. The summary of eligibility requirements is shown in Attachment B.

The following is a list of the programs that are eligible based on the above threshold criteria:

- Mill Valley School District
- Tiburon Peninsula Traffic Relief Joint Powers Authority (JPA) (serving schools in Reed Union School District and the Cove School in Larkspur Corte Madera School District)
- Ross Valley area schools (program administered by Marin Transit)
- San Rafael City School District (Elementary and Middle schools only)
- Dixie School District

AVAILABLE FUNDS:

Measure AA is an extension of the existing Marin County ½ percent sales tax for transportation, approved in November 2018. Under the new measure, Marin Transit is required to spend five percent of the Measure AA funds on school-related transportation programs and services. Marin Transit currently spends \$1 million for school transportation on its existing programs: Supplemental School service, the Youth Pass Program, and support for the yellow bus program in the Ross Valley area. In year one, the Measure AA five percent requirement equates to \$1,325,000. Thus, the net additional money Marin Transit is required to spend on school programs annually is \$325,000. See Table 1 and Table 2 below for details on current expenditures and the net additional new Measure AA requirement.

Table 1: Current Measure A Local Transit Uses

Current Measure A Local Transit Uses	Estimated Annual Amount
Youth Pass Program subsidy to income qualified riders	\$640,000
Supplemental transit routes to schools*	\$185,000
Ross Valley yellow school bus program	\$175,000
Total, Current Measure A uses for School Transportation	\$1,000,000
* In addition to Measure A, other transit funds are used for supplemental routes	

Table 2: Measure AA Requirement and net additional money dedicated to school programs

Measure AA Requirement	Annual Amount
5% Measure AA Required for School Transportation	\$1,325,000
Less Current Measure A Uses for School Transportation (see Table 1 for detail)	(\$1,000,000)
Net New Measure AA Required for School Transportation	\$325,000

California voters also defeated Proposition 6 in the November elections that would have repealed Senate Bill 1 (SB1) - the statewide fuel tax increase initiated in 2017. Marin Transit is a recipient of SB 1 funding.

As a result of these two positive outcomes from the November 2018 election, Marin Transit has a long term, stable financial outlook. Staff re-evaluated Marin Transit's ability to fund school-related programs and recommends that an additional \$100,000 be used to fund school-related programs. With this additional \$100,000, Marin Transit will allocate an estimated \$1,425,000 to school transportation annually. This amount is more than the five percent Measure AA expenditure requirement. See Table 3 below for an update to the Measure AA Requirement and net additional money dedicated to school programs.

Table 3: Updated Measure AA school transportation expenditure and net additional money dedicated to school programs plus additional Measure AA

Updated Measure AA School Transportation Expenditure	Annual Amount
5% Measure AA Required for School Transportation	\$1,325,000
Additional Measure AA	\$100,000
Less Current Measure A Uses for School Transportation (see Table 1 for detail)	(\$1,000,000)
Adjusted Net Measure AA Available for School Transportation	\$425,000

Staff recommends combining the current \$175,000 expenditure for the Ross Valley school bus program with the adjusted net Measure AA available for school transportation of \$425,000. This will provide a total of \$600,000 to be distributed among the eligible home to school yellow bus programs. This amount will be adjusted annually based on the projected Marin County sales tax growth rate. See Table 4 below for a summary of recommended funding pools for eligible yellow bus programs.

Table 4: Funds available for eligible yellow bus programs

Ongoing Funding Available	(Annually)
Existing Measure A for YSB (Ross Valley)	\$175,000
Net new Measure AA required	\$325,000
Additional Measure AA	\$100,000
TOTAL	\$600,000

ALLOCATION METHODS:

Staff identified and discussed several ways to allocate available funds based on District-identified goals for the yellow bus programs. Ultimately, staff determined that a simple and transparent process be used that relies on readily available data and recognizes that all programs help relieve congestion.

Staff recommends that the \$600,000 in Measure AA funds be distributed based on a formula that takes a percentage subsidy of a program’s one-way pass price and multiplies it by the number of one-way passes it distributed in FY 2017/18. In the first round of the allocation, staff recommends that the subsidy be 35 percent of the one-way pass price based on current program pass prices and funding availability. The percentage will be reassessed and may change in future funding cycles.

As a factor in the formula, one-way pass distribution was chosen because it is a proxy for usage and congestion relief, the data is readily available, and it is easy to collect. By subsidizing a percent of a program’s one-way pass price, the formula recognizes the many differences

between the programs including operating costs, available funding, and the varying levels of distribution of free/reduced passes.

To provide a reliable and consistent source of funding, the formula factors will be based on FY 2017/18 data. This amount will be the base amount and remain set for three years beginning in FY 2019/20. The base amount calculated in FY 2019/20 will be adjusted annually for Marin County sales tax growth. The base amount may also be adjusted if a program's service level is reduced by more than 20 percent. Funding for that program may be reduced in the second and third allocation years. Any withheld funds due to service reduction will be available in year four for existing programs or earlier for expansion programs.

RECOMMENDED FUND DISTRIBUTION:

Attachment C shows the staff recommended distribution of funds for FY 2018/19 and for two additional years with adjustment for Marin County sales tax growth. Prior to the initial distribution and annually thereafter, applicants will be required to certify that they meet the eligibility criteria annually and supply requested pass price and pass distribution data.

COMMENTS ON FUNDING ALLOCATION:

The Marin Transit ad hoc committee had several discussions on the threshold criteria and formula for distributing funds. The ad hoc committee considered comments from stakeholders who attended their meetings. Dixie School District did not have a representative in attendance and provided comments after the most recent ad hoc committee meeting on December 14, 2018. These comments are included as Attachment D. The ad hoc committee acknowledged that there are many ways to allocate these funds and that the amount of funding available was far less than the amount needed. The ad hoc committee reached a consensus on the proposed criteria and formula allocation staff presented and is recommending to your Board.

FISCAL/STAFFING IMPACT:

Marin Transit will become a funding distributor to offset the operating costs of school transportation programs. This is a new role for the District. Marin Transit will act as a pass through for Measure AA funding to be distributed to eligible yellow bus programs in Marin County. Marin Transit will request Measure AA school transportation funds from TAM annually as a part of the allocation request process. Staff will develop funding agreements with each eligible program and the Marin Transit Board will consider approval of the funding agreements annually at the time of budget development. The combined annual fiscal impact is \$600,000, and will be incorporated in the FY 2019/20 budget process. There is no staffing impact. Respectfully submitted,



Nancy Whelan
General Manager

Attachments:

Attachment A. Recently Submitted Allocation Request Form from Marin Transit to TAM

Attachment B. Summary of Eligibility Requirements

Attachment C. Recommended Measure AA Allocation for Eligible Yellow School Bus Programs

Attachment D. Comments from Dixie School District Superintendent on the Recommended Measure AA Allocation for Eligible Yellow School Bus Programs

Attachment E. Staff Recommendation for Measure AA Funding Distribution to Eligible Yellow School Bus Programs (Presentation Slides)

Attachment A. Recently Submitted Allocation Request Form from Marin Transit to TAM

Transportation Authority of Marin Measure A - Interest

Allocation Request Form

Fiscal Year of Allocation: 2018/19

Project Name: Yellow School Bus Capital and Operations Funding

Implementing Agency: Marin Transit

Scope of Work: Marin Transit will use Measure A interest funds to sustain and improve home to school yellow bus transportation in Marin County. Many school districts in Marin County no longer provide yellow bus services for home to school transportation except when required to do so by the State of California. Recently, cities and towns have partnered with local school districts to revive yellow bus programs as a means of traffic congestion relief. These new yellow bus programs have proven to have significant impacts on congestion in key corridors like Tiburon Blvd on the Tiburon peninsula and Sir Francis Drake Boulevard from Fairfax through San Anselmo.

To continue and sustain the existing programs, a permanent parking location is needed in Marin County to ensure reliable service and help stabilize operations costs.

Expanding school services, as identified in the Countywide Coordinated School Transportation Study (December 2015), was recognized as a high priority in Marin Transit's 2018-2025 Short Range Transit Plan. Under the reauthorized sales tax Measure AA, Marin Transit will continue and expand the allocation of local sales tax funds to existing yellow bus programs. If additional, one-time Measure A interest funds are available, they will be used as seed money for new and expansion yellow bus service.

Program Components:

Priority 1 - Provide funding towards the purchase or long-term lease of a parking facility for yellow buses in Marin County

Estimated Measure A Expenditure: up to \$1.1 million

The top priority for this funding is the one-time capital expenditure on purchasing or leasing land for vehicle parking. A permanent parking location is needed for multiple existing yellow school bus programs and the lack of parking is limiting the ability to add yellow bus service to additional schools and for new routes in Marin County. Currently, Marin Transit leases parking for 14 buses from the County but this location will no longer be available after June 2019. Marin Transit has identified \$3.00 million in property tax revenues for this project, but it is expected that the purchase of a parking for up to 22 buses will cost more than this.

Priority 2- Provide local matching funds for new yellow school buses in Marin County

Estimated Measure A Expenditure: \$90,000 per bus

Once a permanent parking location is secured, any remaining funds from this allocation can be used for purchasing new yellow buses. If the range and charging requirements meet operational

needs, agencies will consider electric yellow buses and apply for associated grant funding that may be available.

Priority 3 – Operation Funds for new and expansion yellow bus service

Estimated Measure A Expenditure: Any remaining funds

Once a permanent parking location is secured and any needs for matching funds to purchase yellow school buses are met, the balance of funds would be used for the operation of new and expanded yellow bus service. The new services to be considered for funding would come from the 2015 Coordinated Countywide School Transportation Study and the phased implementation plan for the study recommendations. New programs would be required to meet threshold criteria and other requirements established by Marin Transit to qualify for Measure A subsidy.

Expenditures are estimated by program components, but actual expense may shift based on the implementation schedule of each program. Total expenditures will not exceed the allocation amount.

Strategic Plan Update Programmed for FY 18/19: \$1,100,000

Requested Amounts: \$1,100,000

Cash flow Availability: 100% of Measure A funds available for reimbursement in FY 2018/19 but may be spent in future years depending on timing of the purchase of right of way.

Other Funds: \$0

Project Delivery Schedule: April 1, 2019 – June 30, 2025

Environmental Clearance: Not Applicable

Attachment B. Summary of Eligibility Requirements

1. An existing FY 17/18 K-8 yellow school bus program serving public school students at a school located within the urbanized area of Marin²;
2. A reduced pass for the yellow bus program that provides at least a 50% pass price discount to income eligible students;
3. A local funding (or other discretionary funds) match of at least 20% of program costs, excluding pass sales revenue; and
4. Must certify annually that their program has met threshold criteria.

² 1. Census Reporter – San Francisco/Oakland, CA Urbanized Area.
<https://censusreporter.org/profiles/40000US78904-san-franciscooakland-ca-urbanized-area/>

Attachment C. Recommended Measure AA Allocation for Eligible Yellow School Bus Programs

FY 2017/18 Base Year Data		Mill Valley	Reed Union & Cove	Ross Valley	San Rafael	Dixie	Total	Calculation
One Way Pass Price	(a)	\$337.50	\$295.00	\$375.00	\$237.50	\$199.50		annual price, 50% of round trip
Subsidy per pass	(b)	\$118.13	\$103.25	\$131.25	\$83.13	\$69.83		35% of one-way pass price [0.35 x (a)]
One Way Passes Distributed	(c)	214	1,316	1,013	2,792	605	5,940	School year 2017-2018 source data
<i>Funding¹ for FY 2019/20 allocation</i>		\$25,279	\$135,877	\$132,956	\$232,085	\$42,244	\$568,441	35% of pass price for every pass distributed [(b) x (c)]

Notes:

1. FY 2019/20 funding available is \$600,000. Amount to increase/decrease annually by sales tax revenue increase/decrease, per TAM.

Attachment D. Comments from Dixie School District Superintendent on the Recommended Measure AA Allocation for Eligible Yellow School Bus Programs

From: Jason Yamashiro <jyamashiro@dixieschooldistrict.org>
Sent: Wednesday, December 19, 2018 1:40 PM
To: rbetts@marintransit.org
Cc: Tanya Michel <tmichel@dixieschooldistrict.org>
Subject: Feedback on formula for school cost offset for school transportation

Dear Mr. Betts,

I was thrilled to hear the news that the Marin Transit Ad Hoc Committee was proposing that dollars be provided to school districts to support the bus programs that currently exist in our district! It has been, and will continue to be, a challenge to fund the much-needed school bus transportation for our students and families.

As someone who works with formulas regularly, I understand the challenges, as well as the reality that there may be no perfect formula. While it sounds like the timeline is limited in terms of providing feedback, there is something I would like the committee to consider. It looks like the formula is calculated based on what each district is charging families in their respective districts. Since some districts may already be subsidizing families by charging a lower amount and losing money (like Dixie School District), the formula you have proposed essentially punishes the district for charging families less. I would like to suggest that it may be fairer to set a standard reimbursement amount that is calculated by using the average across districts and using that as the multiplier with ridership. Since our ridership is lower, we will still get a lower amount and that is understood, but the larger per rider cost offset for district's that are charging more does not seem like the most equitably way to distribute the dollars.

I am happy to discuss this further with the committee and/or with other superintendents. Can you share this email with other Marin Transit Ad Hoc Committee on School Transportation members?

Thank you for your consideration,

Jason Yamashiro
Superintendent, Dixie School District

--

Dr. Jason Yamashiro
Superintendent, Dixie School District
(415) 492-3701

**Attachment E. Staff Recommendation for Measure AA Funding Distribution to Eligible
Yellow School Bus Programs (Presentation Slides)**



Staff Recommendation for Measure AA Funding Distribution to Eligible Yellow School Bus Programs

Marin Transit Board of Directors

January 7, 2019

- Provide Youth Passes
- Provide Supplemental School transit service
- Provide Ross Valley yellow bus service
- Manage other yellow bus programs
- Co-sponsored Coordinated Countywide Student Transportation Study
- Established an ad hoc committee of Marin Transit Board



Recommendation for approving distribution of \$600,000 of Measure AA funds to existing yellow bus programs. Elements of the recommendation address:

- Eligible Programs
- Available Funding
- Recommended Allocation Distribution



School Transportation Programs must have...

1. An existing FY 17/18 K-8 yellow school bus program serving public school students at a school in the urbanized area of Marin;
2. A reduced pass for the yellow bus program that provides at least a 50% pass price discount to income eligible students;
3. A local funding (or other discretionary funds) match of at least 20% of program costs, excluding pass sales revenue; and
4. Must certify annually that their program has met threshold criteria.

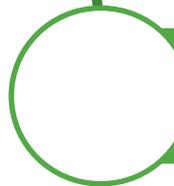
Eligible Programs



Mill Valley School District



Tiburon Traffic Congestion Relief JPA (Reed USD and the Cove School in Larkspur Corte Madera SD)



Ross Valley area schools (provided by Marin Transit)



San Rafael City Schools (Elementary and Middle schools only)



Dixie School District

Marin Transit Measure A/AA For School Transportation



Current Measure A Local Transit Uses	Estimated Annual Amount
Youth Pass Program subsidy to income-qualified riders	\$640,000
Supplemental transit routes to schools*	\$185,000
Ross Valley yellow school bus program	\$175,000
Total, Current Measure A uses for School Transportation	\$1,000,000
* In addition to Measure A, other transit funds are used for supplemental routes	

Measure AA Requirement	Annual Amount
5% Measure AA Required for School Transportation	\$1,325,000
Less Current Measure A Uses for School Transportation (see detail above)	(\$1,000,000)
Net New Measure AA Required for School Transportation	\$325,000

Staff updated the estimated funding available after voters approved Measure AA and defeated Prop 6 in November 2018

Ongoing Funding Available	(annually)
Existing Measure A for YSB	\$175,000
Net new Measure AA required	\$325,000
Additional Measure AA ¹	\$100,000
TOTAL²	\$600,000

Notes:

1. Marin Transit's financial analysis indicates that additional Measure AA can be made available without negatively impacting other transit services
2. Amount will be escalated annually to reflect Marin County sales tax growth rate

If approved, Marin Transit will use **\$1,425,000**, in Measure AA for School Transportation each year. This is more than the required 5%.

- Youth Pass Program subsidy to income-qualified riders: \$640,000
- Supplemental transit routes to schools: \$185,000*
- **Yellow school bus programs: \$600,000**

* Notes:

1. FY 2017/18 Supplemental school program cost was approximately \$588,000;
2. Measure A allocation of \$185,000 was about 30% of that cost ; and
3. Other transit funds are used to support Supplemental school routes.

1. Allocation share to each program is set for 3 years starting in FY2019/20

Purpose: Reliability, consistency, stability

2. If a program/service is reduced by more than 20%, its funding may be reduced in 2nd and 3rd allocation year

Purpose: Subsidy should correlate to service levels

3. Any withheld funds due to service reductions will be available in Year 4 for existing programs or earlier for expansion programs

Purpose: Funds should be put to best use as soon as possible

4. Formula factor shall be one-way pass distribution

Purpose: Proxy for usage and mobility, data is readily available, easy to collect

5. Allocations subsidize a % of a program's one-way pass price multiplied by the number of one-way passes distributed

Purpose: To recognize differences in costs/funding among programs and distribution of free/reduced passes

Method

- Calculate per one-way pass subsidy for each program (35% of one-way pass price in initial funding cycle)
- Multiply subsidy for each program by the number of passes distributed

Rationale for 35% Subsidy

- Based on current program pass prices and funding availability. The percentage will be reassessed and may change in future funding cycles

Formula Allocation Results



FY 2017/18 Base Year Data		Mill Valley	Reed Union & Cove	Ross Valley	San Rafael	Dixie	Total	Calculation
One Way Pass Price	(a)	\$337.50	\$295.00	\$375.00	\$237.50	\$199.50		annual price, 50% of round trip
Subsidy per pass	(b)	\$118.13	\$103.25	\$131.25	\$83.13	\$69.83		35% of one-way pass price [0.35 x (a)]
One Way Passes Distributed	(c)	214	1,316	1,013	2,792	605	5,940	School year 2017-2018 source data
Funding¹ for FY 2019/20 allocation		\$25,279	\$135,877	\$132,956	\$232,085	\$42,244	\$568,441	35% of pass price for every pass distributed [(b) x (c)]
<i>Funding previously provided by Measure A</i>		\$0	\$0	\$175,000	\$0	\$0	\$175,000	

Notes:

1. FY 2019/20 funding available is \$600,000. Amount to increase/decrease annually by sales tax revenue increase/decrease, per Transportation Authority of Marin.

Summary of Recommended Funding Cycles



Fiscal Year	Program Year	Allocation Cycle	Other Milestones
2017/18			Data year for FY 20 to FY 22 allocations
2018/19		Current year	
2019/20	1	Round 1 allocations	
2020/21	2		Data year for FY 23 to FY 25 allocations
2021/22	3		
2022/23	4	Round 2 allocations	Provide input on Expenditure Plan Re-evaluation
2023/24	5		
2024/25	6		Potential modification to Measure AA Expenditure Plan

- Marin Transit approves funding agreements with eligible programs
- Annual program budgets and pass prices established
- Marin Transit requests Measure AA allocation from TAM
- Funds distributed to programs



Questions?

Nancy Whelan

General Manager

nwhelan@marintransit.org



David Kunhardt
Council Member
Corte Madera Town Council

ATTACHMENT FOR
AGENDA ITEM 6.a.1

3 December 2018

Ray Withy
President
Marin County Council of Mayors and Councilmembers
c/o Rebecca Vaughn
Town Clerk, Corte Madera

Dear President Withy and members of the MCCMC,

It was my honor to have been nominated by Councilmember Sashi McEntee to the position of Alternate Representative of MCCMC to the League of California Cities, North Bay Division Executive Board at the last meeting on November 29th.

I would very much like to be considered for appointment to this Alternate position, if it should suit the membership.

Thank you for your kind consideration,

David W. Kunhardt

415-609-7893

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

Wednesday, February 27, 2019
Hosted by the Town of Tiburon

- 6:00 PM Social Hour (No-Host Bar)**
- 7:00 PM Welcome and Introductions**
1. **Call to Order**
 2. **Public Comment** (Limit 3 minutes per person)
 3. **Welcome and Introduction of Guests:** Welcome to be provided by the Mayor of Tiburon
- 7:05 PM Dinner Service**
- 7:10 PM 4. Presentation:**
- 4.a. Update on Drawdown Marin
Presentation provided by Alex Porteshawver, Sustainability Team, County of Marin
- 7:15 PM 5. Tentative Committee Reports (3 minutes per person, please note request below for written reports this month in lieu of verbal reports)**
- 5.a. Metropolitan Transportation Commission – Supervisor Connolly
 - 5.b. Association of Bay Area Governments
 - 5.c. Marin Major Crimes Task Force Oversight Committee
 - 5.d. Marin County School Board Association
 - 5.e. Homeless Committee
 - 5.f. Marin County Disaster Council Citizen Corps
 - 5.g. Marin Transit
 - 5.h. Sonoma/Marin Area Rail Transit Commission
 - 5.i. Golden Gate Bridge & Highway Transportation District
 - 5.j. Transportation Authority of Marin
 - 5.k. MCCMC Legislative Committee
 - 5.l. Local Agency Formation Commission
- 7:30 PM 6. Program / Guest Speaker: To Be Announced**
- 8:15 PM 7. Business Meeting**
- 7.a. Review of Results of Member Survey
 - 7.b. Review of Draft Agenda for March 27, 2019 MCCMC Meeting Hosted by the City of Belvedere
 - 7.c. Consideration and Possible Action to Approve the Draft Minutes of the January 23, 2019 MCCMC Meeting Hosted by the City of Sausalito
- 8:30 PM ADJOURN: to the March 27, 2019 meeting hosted by the City of Belvedere**
Deadline for Agenda Items – March 20, 2019 Please send to:
MCCMCSecretary@gmail.com

MARIN COUNTY COUNCIL OF MAYORS AND COUNCILMEMBERS

DRAFT

MINUTES

Wednesday, November 28, 2018

Hosted by the Town of Ross

Lagunitas Country Club ~ 205 Lagunitas Road, Ross, CA

Members Present

- Belvedere: Kemnitzer, Winter
- Corte Madera: Andrews, Bailey, Kunhardt
- Fairfax: Ackerman, Coler, Goddard, Reed
- Larkspur: Chu, Haroff, Hillmer, Way
- Mill Valley: McEntee, Wickham
- Novato: Drew, Eklund
- Ross: Brekhus, Kuhl, McMillan, Robbins, Russell
- San Anselmo: Brown, Colbert, Greene, Wright
- San Rafael: Phillips, McCullough
- Sausalito: Burns, Cox, Hoffman, Withy
- Tiburon: Fredericks, Thier

Ex Officio: Fairfax Town Manager Garrett Toy; Novato City Manager Reagan Candelario; Ross Town Manager Joe Chinn; San Anselmo Town Manager David Donery; San Rafael City Manager Jim Schutz; MCCMC Secretary Rebecca Vaughn

Guests were: Marin County Board of Supervisor Katie Rice and Lorenzo Cordova, Aide to Supervisor Dennis Rodoni.

Call to Order

President Ray Withy called the meeting to order at 7:00p.m., welcomed everyone to the Marin County Council of Mayors and Councilmembers for November 28, 2018 and then called for public comment.

Public Comment

1. Pat Eklund, Novato – Councilmember Eklund stated that she was speaking on behalf of Susan Kirsch, who could not attend. She wanted to invite any interested members to attend a session that she is putting together, “The End of Local Land Use Authority in the Bay Area?” This is about MTC/CASA, the Committee to House the Bay Area. The meeting will take place on December 8, 2018 from 9:30am to 12:00pm and flyers are on the tables. The speaker will be Zeld Bronstein, who is an investigative journalist.

Following Public Comment, President Withy introduced Ross Mayor Beach Kuhl.

Welcome and Introduction of Guests

Mayor Kuhl welcomed everyone to the Town of Ross. He introduced the following members Ross Town Council: Elizabeth Brekhus, Julie McMillan, Elizabeth Robbins, and Rupert Russell. He then introduced the Ross Town Staff present: Town Manager Joe Chinn, Public Works Director Richard Simonitch, Planning Manager Heidi Scoble, Recreation Director Mike Armstrong, Ross Valley Fire Chief Jason Weber, and Administrative Manager/Town Clerk Linda Lopez.

Once dinner service was underway, President Withy called on Committee Reports

1
2 **4. Committee Reports:**
3

4 **4.a. Association of Bay Area Governments (ABAG) - Pat Eklund, Novato, with an added report**
5 **on the Marin County Major Crimes Task Force**
6

7 Councilmember Eklund first provided a brief update regarding the Marin County Major Crimes
8 Task Force. She stated that she has, in the past, requested that the task force to agree to set up
9 a reserve fund, so they don't have to ask for additional money from the cities. She reported that
10 at the November meeting, the board agreed to establish a reserve. She thanked the city
11 managers, because the city manager representative did say that the city managers were
12 supportive of establishing the reserve.
13

14 She also shared that, at the August task force meeting, one of the officers spoke about the
15 fentanyl deaths that we have had in Marin, and the young people who are dying from fentanyl,
16 and she asked if there is something else that we can do so that our kids in Marin County do not
17 die from fentanyl, because it's laced with opiates and other drugs. At the November meeting,
18 the officer informed her that her question was considered seriously, and the task force sent staff
19 to San Diego, where there is a county that is trying to do something about fentanyl, in order to
20 learn about their approach to dealing with the drug. Marin will become only the second county in
21 the state to prosecute fentanyl dealers for murder convictions. So, they will actually have to do
22 time, a lot of time, if they do get the cases and she is hopeful that this will help get fentanyl off
23 the market.
24

25 Regarding ABAG:

26 Councilmember Eklund made a brief announcement about the status of the new Executive
27 Director for MTC and ABAG. They have selected the candidates that will be interviewed and
28 those interviews will be conducted on December 3rd. Then those candidates that they want to
29 bring forward will then go to the ABAG select committee, and then the ABAG select committee
30 will give feedback to the MTC committee for consideration. Then the entire MTC board will
31 interview the candidates on January 9, 2019, with a selection made on January 23, 2019.
32

33 She also provided an update on CASA, the Committee to House the Bay Area. She
34 encouraged everyone to read the report, because CASA will change local control. At the MTC
35 retreat, she heard MTC commissioners express concern about the loss of local control on some
36 of those term sheets. Unfortunately, some commissioners, especially in the larger cities are
37 saying that they can live with all of term sheets, including establishing a regional housing entity
38 and then also passing the additional revenue measures. It was discussed that cities have really
39 not been well represented in this process, and she was asked to both participate in a meeting,
40 as well as get some other cities to come and talk about what needs to be changed in order for
41 people to live with the determinations. She does not know at this point where these discussions
42 will go, but will continue to provide updates.
43
44

45 **4.b. Golden Gate Bridge Highway Transportation District – Alice Fredericks, Tiburon**

46 Councilmember Fredericks reported that 20,000 people per day take Golden Gate Bridge,
47 Highway, and Transit District ferries and buses. Without the District's service, there would be a
48 21% increase in peak traffic during peak commute hours on the bridge. Ferry service is efficient
49 and faces increasing demand. More commuters are taking the ferry than the buses, and despite
50 the demands, there are limits to the service that can be currently provided. Even though fare
51 box recovery for ferries is 51%, that is almost twice the bus fare box recovery.
52

1 For the Tiburon Ferry, we just reached the peak because there are no projected population
 2 increases. The Sausalito Ferry has challenges of its own. The Larkspur Ferry makes the 42
 3 crossings a day, which is the maximum allowed under its current EIR, and parking fills up early,
 4 which limits the capacity to increase runs.

5
 6 Limited dock capacity, as well as the number of ferries, are also factors in limiting increases in
 7 ferry service, even though it's one of our most efficient public transit services. Federal funding
 8 isn't readily available for new ferries. We did identify a ferry to buy, and then we ended up
 9 having to lease it. It didn't have the specs to accommodate the engines that matched the
 10 California Air Resources Board emission standards, but the regulations allow a two-year lease,
 11 and that gives us two years to find money for another one.

12
 13 In conclusion, she assured the group that even though the MS San Francisco is out of service,
 14 the existing fleet of seven boats will keep to the normal schedule.

15 16 **4.c. MCCMC Legislative Committee – Alice Fredericks, Tiburon**

17 Councilmember Fredericks reiterated Councilmember Eklund's suggestion that everyone review
 18 the CASA report. The legislative committee met with Senator McGuire for its November
 19 meeting. And he talked about the next legislative housing bills and the focus on housing. She
 20 provided a brief synopsis of the discussion, explaining that the Senator suggested state
 21 legislation would reduce construction costs, and also shield local elected officials from backlash.

22
 23 The legislative committee firmly rejected the need to be protected and felt that community input
 24 can increase permitting cost, but often creates a better project. The possibility of increased
 25 construction costs should not be used as a pretext to eliminate public process and public input.
 26 Senator McGuire is working with Senator Beall on another version of tax increment funding, so
 27 that local jurisdictions can raise their own funds, and put it into a housing pot. He pledged to
 28 address the problems that are generated by the proliferation of one-size-fits-all housing
 29 regulation. And he noted some of the ideas of concern to us, that are considered by the
 30 members of the legislature coming up in the next session, such as the transit corridor legislation
 31 from Senator Wiener. Other ideas being discussed include: mandatory height bonuses and
 32 reduced or no parking requirements for dense or low income housing; mandatory increases in
 33 the allowance of the size of ADUs; mandatory ministerial approval, not just of ADUs which some
 34 of us have adopted already, but of duplexes and four-plexes; and, finally, levy of a bed tax on
 35 vacation rental/Airbnb-type businesses, with some of the revenue going to the local jurisdictions
 36 for housing.

37
 38 Our brilliant legislative committee had many ideas and comments. One of the best comments
 39 was the fact that transportation money for immediate congestion needs will alleviate some of the
 40 concern about future congestion, that might be caused by the increased densities and that
 41 permitting high density projects, where there is a wild land fire threat, or prohibiting parking
 42 requirements on narrow legacy roads where projects are proposed is dangerous.
 43 Councilmember Cox, Sausalito, suggested that no ministerial approval be allowed for ADUs on
 44 narrower legacy roads, and the applicant should have the burden to show that parking is not
 45 needed. She also pointed out that the high caps that we have in many of our communities are
 46 part of the value of our land, and that they need to be addressed in a way that one size does not
 47 fit all.

48
 49 Finally, she discussed the fact that in many of our Marin cities, sea level rise may reduce the
 50 available acreage for dense housing. So, we had a good meeting, and another meeting is
 51 planned for February. In conclusion she asked everyone to think about these issues and give
 52 some feedback to your members of the legislative committee, so that we can give Senator

1 McGuire some more input to address this one-size-fits-all. It would really help your legislative
2 members, and it would help your jurisdiction.
3

4 **4.d. Transportation Authority of Marin - Alice Fredericks, Tiburon**

5 Councilmember Fredericks reported that Measure AA, the transportation sales tax, passed at
6 76.59%. Without this victory, had it not passed, we would have lost 24 crossing guards in
7 January. We would have had to redirect money earmarked for Yellow School Bus to the
8 crossing guards to finish out the school year. We would have had to stop all work on the Marin-
9 Sonoma Narrows in May of 2019, until another source of funding was secured. Yellow Bus
10 funding would be delayed, along with the work of the school transportation ad hoc committee to
11 secure future and further funding.
12

13 The 101/580 project, the environmental work, would miss the jumpstart it needs, and have to
14 wait around for RM3 Funds. The jumpstart gave us about a two-year head start, and when
15 you're working with a project in which Caltrans is the lead agency, two years is a great
16 jumpstart.
17

18 Sea level rise planning would also have been delayed. Matching funds for eligibility for grants
19 would not be available. It would disappear without Measure AA. And that would delay the
20 planning to address sea level rise on places like Highway 37. Local streets and roads would
21 lose the proposed increase in local share that is planned from the Measure AA Funds.
22

23 The increment jumped from 13% to 22% and it made local projects eligible for Measure AA
24 money, to support EVs, local funds for Yellow Bus, flood management EV support.
25
26

27 **4.e. Sonoma Marin Area Rail Transit (SMART) – Dan Hillmer, Larkspur**

28 Councilmember Hillmer stated that there was no new information to distribute from the SMART
29 General Manager, he encouraged the membership to visit <http://www.sonomamarintrain.org> for
30 the latest information. He announced that ridership is at or over projections. He reported that
31 SMART has had a handful of fatalities this year, so he encouraged safety first, especially in the
32 quiet zones.
33

34 The biggest challenge facing SMART will be how to get people from the train to the ferry when
35 the train arrives in Larkspur in March of next year, so the Board is focusing on that.
36

37 **4.f. Disaster Preparedness Ad Hoc Committee – Catherine Way, Larkspur**

38 Councilmember Way reported that the Disaster Preparedness ad hoc committee met for the
39 sixth time on Monday. Chief Jason Webber arranged a tour of the Office of Emergency Services
40 headquarters at the sheriff's building, at 1600 Los Gamos. We got a tour of the facilities and had
41 a conversation about how our cities interplay with the county as far as disaster response is
42 concerned. The group also got to tour the 911 call center. She stated that the next two months
43 will be spent writing up our report, and hopefully, we'll be able to present it to the group in
44 February.
45

46 **4.g. Pension/OPEB Ad Hoc Committee – Larry Chu, Larkspur**

47 Councilmember Chu provided a brief update on the Pension and OPEB ad hoc committee.
48 The committee is still in the process of writing the report, with the draft hopefully completed by
49 the end of January. He encouraged the membership to reach out to him directly, or their city's
50 committee representative, with any questions or comments.
51

52 Councilmember Chu stated that one of the issues that came to mind as he was writing at least
53 one portion on city revenues is that, in the last election, there were a lot of different types of

1 tax measures. One of the things that we need to look at as local municipalities, is that every
2 community has a limited revenue capacity and they're competing for the same funds.
3 A good topic of discussion for a future Community United meeting may be, "How much
4 capacity does each community have, and how can we work together to try and get that funded
5 in a more cohesive and coherent way, rather than each entity going out to the public for a
6 ballot measure".
7
8

9 **5. Keynote Speaker:**

10 **Kenneth Petrilla – Managing Partner and U.S. Representative of ChinaVest: "California-China
11 Business Relationships in Today's Environment"**
12

13 Mayor Kuhl introduced Mr. Petrilla. Thank you, Ray. Our speaker for tonight is Ken Petrilla, who is a
14 longtime Ross resident, and a retired executive vice president of Wells Fargo. At one point, during his
15 employment by Wells Fargo, he spent seven years living in London, and was in charge of Wells Fargo
16 activities in Europe, the Middle East, and Africa. After his return from that service, he headed Wells
17 Fargo's China desk and lived in Shanghai. After his retirement, he was appointed by Governor Brown as
18 California's trade representative to China, and in that capacity, he promoted Chinese investments in
19 California, and California companies' involvement in business in China. Once he had completed that
20 service, he became Managing Director and the US representative of a merchant bank called China Vest,
21 which performs the same function, trying to help United States companies who want to do trade with
22 China, and Chinese companies who want to trade with the United States. In view of our President's
23 meeting this weekend with the President of China to apparently attempt to address some trade issues, I
24 think what Ken has to tell us is very current, and it's my pleasure to welcome him, Ken Petrilla.
25

26 Mr. Petrilla thanked the group for having him and stated that he will try to provide a local flavor to his
27 comments about California and doing business with China, and that he will talk about what the state of
28 California does to support California companies doing business in China. Following that, he will talk
29 about the trade tensions in the era of President Trump and provide his take on the situation. Finally,
30 after talking about some of these trade tensions and the trade war, I'll talk about the challenges and
31 opportunities for California companies doing business in China and discuss what the future might hold
32 and how California, particularly with the change in administration, could possibly navigate this
33 landscape.
34

35 He spoke briefly about the trade office, explaining that, some time ago, there were a lot of trade offices
36 that the state of California had around the globe in places like London and Paris and Pretoria, et cetera.
37 In 2003, the Governor saw that this was really not going anywhere, so he closed all those offices down.
38 From 2003 and for about the next 10 years, the state of California had no offices anywhere outside of
39 California. In 2013, Governor Brown said, "California is so important to China, and China is so important
40 to California, we need to have a trade office. So, he revisited that idea, and his business model was to
41 get a partner. He didn't know that he wouldn't be able to get the legislature to approve a budget for an
42 office in China. So, he went to the business community in California, and at the end of the day, the
43 group, Bay Area Council told Governor Brown they would be his partner. So, the state of California then
44 formed something which they called pretty much of a mouthful, California China Office of Trade and
45 Investment, for short, "Trade Office", and opened in Shanghai. Eventually, Mr. Petrilla was asked to run
46 that office, and he retired from Wells Fargo Bank, and moved to Shanghai to run the trade office.
47

48 The partnership between the Bay Area Council and the state of California was with the Governor's Office
49 of Business and Economic Development. The trade office in Shanghai had modest at best success for a
50 variety of reasons, not the least of which were budgetary constraints. So, there were some good things
51 and some bad things. While he was there, there were anywhere between 30 and 35 states that had
52 offices in China, with the general idea being to entice Chinese investment into your state or your local
53 community to create jobs and to also help your companies in your state that might be doing business in
54 China.

1
2 He explained that, if there were 35 states represented in China, 34 of them were trying harder than the
3 state of California. So, the California office's budget, and the money spent, was minimal compared to
4 other states. The irony of that was that no matter how much these other states would do, their people
5 would flock to California and maybe New York and Texas. So, that's what I mean by a resting on our
6 laurels. Mr. Petrilla was the last Executive Director. The idea of a California trade office still exists, but
7 it's more virtual now. There is an office in Shanghai that has two or three employees, and they are paid
8 by their employees of the Bay Area Council.

9
10 What the state of California does now to support California businesses that want to access the China
11 market is they do it through what they now call a China Trade Network, which is all these various
12 organizations and entities and economic development groups, like the World Trade Council, like the LA
13 Economic Development Center, the International Chamber of Commerce and China SF. So, all those
14 groups still exist and they tap into this network. So, that is a very brief history of what California does,
15 and what communities do to support California businesses in China.

16
17 He then spoke about the trade tensions that exist. He stated that, while not necessarily a Trump
18 supporter, he does believe that he is bringing to the attention of everyone intellectual property theft, the
19 excessive support of state-owned enterprises, the requirements that people have to give up trade
20 secrets to enter the China market, and the restrictiveness of doing business in China.

21
22 While he is not sure how much credit to give to President Trump, he does believe that the trade war
23 itself is really minor. If you look at the numbers, how it affects GDP and the percentage of trade and
24 what China's exports to the United States mean to our GDP, it's minimal. He thinks that the trade war or
25 these trade tensions that had been created by Trump are a pretext for a wider struggle over economic,
26 military, and tech support. Not support, but superiority. He thinks that the Chinese may view the
27 President as someone who wants to contain China and contain its rise.

28
29 Mr. Petrilla explained that the Chinese have an initiative which they started about a year or two ago
30 called China 2025. This is a national goal that says that they want to be, if not a dominant, they want to
31 be a serious player in a variety of important businesses like aerospace, transportation, artificial
32 intelligence, robotic manufacturing, biotech, and they are putting a lot of time, energy, and money, and
33 the state is putting a lot of money into that, supporting their SOEs (state-owned enterprises).

34
35 Mr. Petrill hypothesized that if the President thinks strategically, than perhaps he is trying to use this
36 trade war and these tariffs, which Mr. Petrilla stated have never worked, historically speaking, to get
37 everybody's attention, and he now has everybody's attention. Mr. Petrilla explained that the problem, as
38 he sees it, is that if you use that as a context, where's it going and what is the real issue here? Is it trade
39 or is it geopolitics? He stated that each side seems to misjudge one another. The Chinese probably
40 misjudged the President and continue to misjudge him, but also Washington misjudges the Chinese as
41 well. He further explained that Washington may feel that the Chinese economy is vulnerable, and they
42 think that the US will win a trade war. So, that's why we had this bit of a standoff right now.

43
44 Mr. Petrilla stated that there are many things that the Chinese could do that probably fall under the
45 category of nationalism, which is different from a trade war. They could say to the Chinese government
46 that it's unpatriotic to buy hamburgers at McDonald's in China. It's unpatriotic to drink Coke and buy Nike
47 shoes. They could impose tax investigations on Western companies doing business in China, customs
48 delays, et cetera. The Chinese also have some other leverage. And that is our considerations with Iran
49 and North Korea, and also the military flexing of muscle in South China Sea. Which is what he means by
50 his supposition that each side seems to misjudge one another. He suggested other strategies that may
51 work better, such as working with our allies together in unison to pressure the Chinese from all sides, to
52 adhere to the various WTO rules and regulations. Unfortunately, we have antagonized most of our
53 partners. Another strategy would be targeted legal action to punish theft of US technology. And that has

1 started a little bit. He mentioned as an example a reasonably well-known now case currently going
2 through the courts and started with American Micron.

3
4 Mr. Petrilla's conclusion is that this is not going to go away, that this will be a long haul. There is stress,
5 intentions on both sides, and confusion. He does not know when the end is, but it's not going to happen
6 overnight. But while he thinks that this is in for the long haul, these changes in our relationship with
7 China may be here to stay, that the new laws that we've put in effect to curb Chinese development is
8 here to stay.

9
10 He then spoke about a group called CFIUS, the Committee on Foreign Investment in the United States.
11 It was formed around 1950 to examine foreign investment in the United States and make sure it didn't
12 harm our national security in any way. In 2005 or so, Dubai wanted to buy five or six ports in the United
13 States. So, CFIUS got involved and stopped the process. And now, given the conflict that we have with
14 China, CFIUS is getting stronger. It used to be that the foreign investment had to take a majority stake.
15 Now it's a minority stake, and it's only getting stronger.

16
17 He spoke briefly about challenges and opportunities. The opportunities his firm sees are for businesses
18 that fulfill the needs of the growing middle class. He mentioned that a colleague was addressing six
19 cities in China, and those mayors are only interested in satisfying their citizens. With a growing middle
20 class, they want better food, safer food, better food distribution, clean water, education, environmental
21 protection and healthcare. Those are all positive things and California has a lot to contribute to that, so
22 that is a great opportunity. One of the real opportunities that his firm is working on, in addition to all
23 those things, is education, and executive education. Because with their growth, they don't have a good
24 group of middle managers to do this. So, there's a real opportunity in executive education.

25
26 He explained that China is developing all kinds of smart cities, and he discussed a presentation from a
27 smart city in China a few weeks ago. "Smart City" refers to clean air, clean water, better transportation,
28 et cetera, and California can contribute a lot to that. He also mentioned that China is becoming more
29 "horizontal" rather than "top down" from Beijing. Horizontal means that there are many second tier and
30 larger cities that are doing what they want to do and they're really driving this economic development,
31 and want to do business, and do business with California companies.

32
33 He concluded by suggesting that Governor-elect Newsom will need to articulate a strategy that supports
34 California and California businesses. The state needs also to formulate a policy and a strategy regarding
35 what we want to do with China in this trade war, because it's really significant to us. He further
36 commented that he considers himself a globalist and he promotes and celebrates a connected world.
37 While he would like all these things to pass, we are in for a rough patch, and California can be a leader
38 nationally as we are a leader in many other things.

39
40 Mr. Petrilla thanked MCCMC for having him.

41 President Withy thanked Mr. Petrilla for his presentation and proceeded to the Business Meeting.

1 **6. BUSINESS MEETING**

2
3 6.a. Convening of City Selection Committee for the Purpose of Making an Appointment to the
4 Metropolitan Transportation Commission (MTC)

5
6 Mayor Withy convened the City Selection Committee for the purpose of submitting up to three
7 names to the Marin County Board of Supervisors for consideration of appointment to a new four-
8 year term to represent Marin County on the Metropolitan Transportation Commission. The Board
9 will take the MCCMC recommendation under consideration at a meeting in December and make
10 an appointment. At the October 23, 2018 MCCMC meeting, Supervisor Damon Connolly was
11 nominated for reappointment. He has submitted a letter of interest that was included in the
12 agenda packet. No additional nominations or letters of interest were received.

13
14 President Withy called for any additional nominations from the floor and there was a motion and
15 a second (Way/Hillmer) to nominate Kevin Haroff for consideration.

16
17 Nominations were closed and each city filled out and submitted a ballot to the MCCMC Clerk.
18 While the ballots were being tallied, President Withy continued with the rest of the agenda and
19 stated that the group would return to this item at the end of the meeting.

20
21 After the voting on the other committee appointments on the agenda were completed, President
22 Withy returned to the MTC recommendation. MCCMC Secretary Vaughn reported that the tally of
23 the City/Town ballots were 10 votes to 1 vote in favor of recommending Supervisor Damon
24 Connolly to the Board of Supervisors for reappointment to represent Marin on the MTC Board.
25 President Withy stated that MCCMC is authorized to submit up to three members to the Board of
26 Supervisors for consideration.

27
28 There was a motion and a second (Kuhl/Brown) to submit both names (Kevin Haroff, Larkspur,
29 and Supervisor Damon Connolly) to the Marin County Board of Supervisors for consideration of
30 appointment.

31
32
33 6.b Consideration and Possible Action to Make the Following Committee Appointments:

34
35 6.b.1: Appointment of One Member to Represent MCCMC as the 1st Representative to the
36 League of California Cities North Bay Division
37 One seat available: 1st Representative

38
39 The vacancy was announced and letters of interest were solicited at the October 23
40 meeting. Kay Coleman, San Anselmo, was nominated and has submitted a letter of
41 interest. President Withy called for any additional nominations from the floor and no
42 additional nominations were received.

43
44 There was a motion and second (Cox/Eklund) to close nominations and appoint Kay
45 Coleman to serve as the 1st Representative to the League of California Cities North Bay
46 Division for calendar year 2019. The motion was approved by acclamation. The motion
47 was approved by acclamation.

48
49
50 6.b.2: Appointment of One Member to Represent MCCMC as the Alternate Representative to the
51 League of California Cities North Bay Division
52 One seat available: Alternate Representative

1 The vacancy was re-announced and letters of interest were solicited at the November 28
2 meeting. Renee Goddard, Fairfax, and David Kunhardt, Corte Madera, were nominated
3 and were asked to submit letters of interest.
4

5 There was a motion and second (Bailey/Eklund) to postpone the vote to the January 23,
6 2019 MCCMC Meeting so that others may be present to vote given that there were
7 nominations from the floor. The motion was approved by acclamation.
8
9

10
11 6.b.3: Cal-ID Remote Access Network
12

13 The vacancy was announced and letters of interest were solicited at the October 23
14 meeting. Incumbent Ann Morrison, Larkspur, was nominated and has submitted a letter of
15 interest. President Withy called for any additional nominations from the floor and no
16 additional nominations were received.
17

18 There was a motion and second (Cox/Eklund) to close nominations appoint Ann Morrison
19 to represent MCCMC on the Cal-ID Remote Access Network for a new two-year term
20 expiring January 2021. The motion was approved by acclamation.
21
22

23 6.b.4: Marin Major Crimes Task Force Oversight Committee (Alternate)
24

25 The vacancy was re-announced and letters of interest were solicited at the November 28
26 meeting. There were no nominations received from the floor.
27

28 There was a motion and second (Bailey/Fredericks) to postpone the vote to the January
29 23, 2019 MCCMC Meeting and solicit letters of interest in the interim. The motion was
30 approved by acclamation.
31
32

33 6.b.5: Marin County Transit Board of Directors (Director)
34

35 The vacancy was announced and letters of interest were solicited at the October 23
36 meeting. Incumbent Kate Colin, San Rafael, was nominated and has submitted a letter of
37 interest. President Withy called for any additional nominations from the floor and no
38 additional nominations were received.
39

40 There was a motion and second (Cox/Eklund) to close nominations and appoint Kate Colin
41 to represent MCCMC on the Marin County Transit Board of Directors for a new two-year
42 term expiring January 2021. The motion was approved by acclamation.
43
44

45 6.b.6: Marin County Transit Board of Directors (Alternate)
46

47 The vacancy was announced and letters of interest were solicited at the October 23
48 meeting. Incumbent Eric Lucan, Novato, was nominated and has submitted a letter of
49 interest. President Withy called for any additional nominations from the floor and no
50 additional nominations were received.
51

1 There was a motion and second (Cox/Kunhardt) to close nominations and appoint Eric
2 Lucan to represent MCCMC as the Alternate to the Marin County Transit Board of Directors
3 for a new two-year term expiring January 2021. The motion was approved by acclamation.
4
5

6 6.b.7: Sonoma Marin Area Rail Transit (SMART) Commission
7

8 The vacancy was announced and letters of interest were solicited at the October 23
9 meeting. Incumbent Dan Hillmer, Larkspur, was nominated and has submitted a letter of
10 interest. President Withy called for any additional nominations from the floor and no
11 additional nominations were received.
12

13 There was a motion and second (Cox/Eklund) to close nominations and appoint Dan
14 Hillmer to represent MCCMC on the SMART Commission for a new two-year term expiring
15 January 2021. The motion was approved by acclamation.
16
17
18

19 6.c. Update on Initiation of a Survey of Members
20

21 President Withy summarized that an advisory group has been formed, comprised of himself,
22 Vice President Brekhus, the four previous MCCMC Presidents and the MCCMC Secretary. This
23 group has been reviewing a draft of the survey questionnaire. The goal is to get the survey out
24 to the membership in December and discuss the results at the January meeting in Sausalito. If
25 we do not make that timetable, then the survey will go out in January with the results ready for
26 discussion at the February meeting in Tiburon.
27
28

29 6.d. Review of Draft Agenda for January 23, 2019 MCCMC Meeting Hosted by the City of Sausalito
30

31 There were no comments regarding the draft agenda for the January 23, 2019 meeting.
32
33

34 6.e. Consideration and Possible Action to Approve the Draft Minutes of the October 23, 2018 MCCMC
35 Meeting Hosted by the Town of Ross
36

37 There was a motion and second (Eklund/Kuhl) to approve the minutes of the October 23, 2018
38 meeting. The motion was approved by acclamation.
39
40

41 **Adjournment**

42 President Withy thanked everyone for attending and adjourned the meeting at 8:32p.m. to the
43 next regular meeting scheduled for January 23, 2019 hosted by the City of Sausalito.
44
45