



REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS HELD MONDAY, DECEMBER 17, 2007, AT 10:00 A.M.

Roll Call

Present: Director McGlashan; Director Kinsey; Director Adams; Director Heller;
Director Albritton (Alternate)

Absent: Director Brown; Director Arnold; Director Swanson

Convene in Open Session

Convene in Closed Session

1. Marin County Transit District - Public Employment - Position - General Manager - California Government Code Section 54957

Reconvene in Open Session

There was a closed session with the interim General Manager, featuring discussion regarding the General Manager's (open) position recruitment. Director Kinsey reported that staff was given direction in this regard.

2. Open time for public expression, limited to three minutes per speaker, on items not on the Transit District's agenda.

A Fairfax resident brought to the Board's attention an item running in the Marin I.J. on November 27th, 2007, stating that traffic [congestion] is the number one issue in Marin, according to 48% of participants surveyed and that 28% of those surveyed indicated they wished for transit improvements. The speaker wished for the Board to consider a monthly bus pass. He explained how a monthly bus pass could help complete at least two of the three sides of the "quality triangle." He hoped that based on the community's desire for change, that this would be a good time for the Transit District to act. This speaker also expected to hear a discussion about new fareboxes, which was originally scheduled to occur in October 2007. He hopes this item will soon be addressed again.

The next speaker voiced his concern about a proposed toll increase for Doyle Drive. He said his group, the Marin Center for Independent Living, was hoping to learn about where the monies collected from a toll would then be directed. MCIL wishes for a substantial portion of any such monies go toward Marin local service, and he asked if this Board plans to take a position on this proposal.

3. [Approval of minutes for September 17 and November 19, 2007.](#)

[Sept 2007 Meeting Minutes](#)

[Nov 2007 Meeting Minutes](#)

M/s Director Albritton (Alternate) - Director Heller Recommended Action: Approve.



Vote: Motion carried 5-0

**AYES: Director McGlashan; Director Kinsey; Director Adams; Director Heller;
Director Albritton (Alternate)**

ABSENT: Director Brown; Director Arnold; Director Swanson

4. [Board of Directors' Matters.](#)

Director Adams spoke of the #259 Shuttle and announced the end of the First Friday Free program. She commented that new riders of this shuttle were once considering moving out of the area (due to lack of transportation) until they found this convenient new service. Director Adams is eager to see continued outreach regarding this shuttle program, and has been assured that Staff is working on such outreach now. She feels the Shuttle was a successful program and is looking forward to additional opportunities in which ridership can be improved.

Director Kinsey responded on the second public speaker's comment regarding a proposed toll on Doyle Drive by saying that neither Marin Transit, the Transportation Authority of Marin, nor Golden Gate Transit wished to see a new toll imposed. If San Francisco is going to propose to finance a reconstruction of Doyle Drive, he is interested in seeing that there is consideration for alternatives and transit certainly fits into the category of appropriate alternatives. Director Kinsey emphasized that Marin County is not interested in seeing such a proposal approved.

5. [Transit Planning Manager's Oral Report.](#)

[October 2007 Monthly Monitoring Report](#)

[Monthly Monitoring 2007-08](#)

Marin Transit General Manager Farhad Mansourian announced that staff is continuing to work with the cities and towns on a county-wide bus stop policy. The City of San Rafael has taken the lead in conducting a legal review.

On behalf of Amy Van Doren, Lauren Gradia, and Suzanne Chen-Harding, Mr. Mansourian would like to wish the Board a very happy holiday season.

In response to the first public speakers comments, Director Kinsey asked whether fare alternatives would be an agenda item soon. Mr. Mansourian assured the Board there will be a report from staff of Golden Gate Transit at the January 2008 Board meeting.

6. [Amendment to Agreement with Golden Gate Bridge, Highway, & Transportation District for provision of Marin Local Fixed Route Service](#)

[Staff Report](#)

M/s Director McGlashan - Director Albritton (Alternate) Recommended Action: Approve.



Vote: Motion carried 5-0

**AYES: Director McGlashan; Director Kinsey; Director Adams; Director Heller;
Director Albritton (Alternate)**

ABSENT: Director Brown; Director Arnold; Director Swanson

Marin Transit General Manager Farhad Mansourian reported that he is proud to present to the Board an amendment to the existing five-year contract with Golden Gate Transit for local fixed route service. The goal of this effort was to arrive at a financially sustainable and seamless transit system that would ultimately benefit the transit riders of Marin. The contract amendment would become effective in January 2008 and is for a term of 10 years and will result in a reduced blended hourly rate for service.

Director Kinsey, who worked as a member of the subcommittee that helped negotiate this contract amendment, is in strong favor of the Board's unanimous approval of this item. He believes that this contract amendment allows Marin to fulfill the promise of Measure A to maintain and improve local transit.

Director McGlashan, who serves as a member of both Marin Transit and Golden Gate Transit's Board, offered congratulations to General Manager Farhad Mansourian for his hard work in making this possible.

Director Adams wanted to make sure that our Prop 42 funds were being protected as the State's budget crisis begins to unfold. She also wanted Mr. Mansourian to comment as to why the annual cost increase is 5% as opposed to the CPI. Mr. Mansourian responded that the savings that would be incurred with this contract amendment should ensure that Marin Transit's budget will be balanced and hopefully provides an opportunity to increase the service in 2008. In response to Director Adam's question regarding CPI, Mr. Mansourian responded that in the transit industry, the cost of labor and materials have consistently increased at a rate that is higher than CPI. In their negotiations, both sides believed that using the 5% annual increase factor would provide more stability and reliability in budgeting for both agencies.

Director Heller asked for confirmation that with the new contract amendment, will Marin Transit still be able to put the new agency logo on all our shared vehicles. Mr. Mansourian responded that absolutely.

A member of the public commented that he had heard that one of the impediments to implementing a Marin Transit monthly pass was that Golden Gate's fare collection system would not allow for more than one kind of fare media. He is disappointed that the contract amendment does not make mention of Marin Transit's ability to institute a monthly transit pass. Director Kinsey responded that this contract does not need to address fare structures since the Marin Transit Board has full authority to make such changes for the local transit system.

Director Albritton also complimented the staff and Directors who worked to negotiate this contract amendment, and he is pleased at the cost savings being offered to Marin Transit. One aspect that he is disappointed to note is that mutually agreed upon service performance standards are currently absent.



7. [Public Hearing to Consider Service Improvements for Shuttle Route 221 and Stagecoach Routes 61 and 68.](#)

[Staff Report](#)

M/s Director McGlashan - Director Albritton (Alternate) Recommended Action: Conduct Public Hearing and Approve Service Improvements.

Vote: Motion carried 5-0

AYES: Director McGlashan; Director Kinsey; Director Adams; Director Heller; Director Albritton (Alternate)

ABSENT: Director Brown; Director Arnold; Director Swanson

A speaker from Greenbrae commented that she was delighted to hear the Route 221 shuttle was coming to serve her neighborhood, Marin General Hospital, and the Bon Air Shopping Center, but the proposed hours of operation are a major concern. Early morning and late evening hours of service are not adequate for the senior citizens of this area. This area's senior citizens need the shuttle operating between 10am and 3pm. The speaker hopes the Board will consider revising the Route 221's operating hours. The speaker also commented on the Route 29, saying that she did not like that this bus duplicates the Route 35 bus in the Canal district. She asked for clarification as to why two separate bus routes serve the same community, when originally, the Route 29 provided direct service to Larkspur Landing. The speaker also asked about the bus going to and from Stinson Beach during the summer, which she believes has been scheduled to leave the area at 5pm, yet few people want to leave the beach at 5pm, and so she requested that the route provide later departure times.

The next speaker who lives near the Bon Air Shopping Center wished to address the same Route 221 service issues, and she expressed hope that there would be scheduled stops in Greenbrae. She felt that providing shuttle service for the commuters of the area is a direct disservice to the seniors living in the area who need service between 10am and 3pm. She indicated that commuters can take the GGT Route 24 bus, and asked why they would be a need another commuter route in the same area. This speaker also questioned why there isn't a local bus route providing service to the Larkspur Ferry terminal. The Route 29 stops on Sir Francis Drake, which is a good walking distance from the terminal itself. If the Route 29 is 5 minutes behind schedule, one may miss the ferry going to San Francisco, and she feels as though transit riders are being punished due to Route 29's schedule.

A third speaker also expressed concern about Route 221's new "commuter friendly" schedule, and he commented that it does not service seniors and people with disabilities who are in need of transportation options for medical appointments and such during the middle of the day. He asked for a timeline during which the public can learn of any changes to Route 221's schedule change and/or whether the "commuter service" it will soon provide is actually successful.



Director Kinsey closed the public hearing and requested staff to respond to the comments.

Lauren Gradia, Senior Transportation Planner, spoke to the issue of the new proposed split morning-afternoon schedule for the Route 221 Shuttle. She reported that staff was hoping to serve the transit needs of students in the Greenbrae area who have no connection to Redwood High School. They are looking at the Route 233's split schedule as a model and if the new Route 221 is successful, they hope to fill-in additional hours as funding become available. Staff acknowledges the need for midday service to accommodate seniors living in the South Eliseo area.

Ms. Gradia addressed the issue of the Route 29 serving the Canal area, explaining that this is due to the high ridership between the Canal and Larkspur, College of Marin, and Marin General Hospital areas and that this particular Route is proving efficient and necessary. The difficult decision to take the Route 29 away from directly serving the Larkspur Ferry terminal was based on the Short Range Transit Plan. During the SRTTP process, observations were made that many Route 29 riders were traveling to Larkspur Landing, and not the terminal, which is why the on-street stops were provided to "split the difference."

Suzanne Chen-Harding, Senior Transportation Planner, referred to one speaker's comments made about the West Marin Stagecoach's South Route 61 span of service to Stinson Beach. Part of staff's proposed service improvements for the South Route 61 is to add a vehicle on peak season weekends, which would allow for later trips during the peak season months of early March to early December.

Director Adams commented that the Route 233 Santa Venetia Shuttle, which originally began with serving commuters and students, has become increasingly successful. Due to the success in serving this core population, the Route 233 has been able to increase midday hours which helps seniors and disabled riders in this neighborhood. Therefore, we should try a similar model with the Route 221, and see if we can add midday service hours once we've established consistent ridership.

Director Albritton asked about the Route 29 and the location of its stops along Sir Francis Drake.

Director Kinsey asked if staff have observed the need for midday service in the Greenbrae area, and whether staff has considered this to be a future user group. Ms. Gradia explained that staff has indeed realized the need of this population and the potential ridership market, and staff has received phone calls from South Eliseo residents requesting such service. However staff did not get a large number of responses from the route proposal. With the Board's direction, staff can try to outreach to the senior communities in Greenbrae to begin building up ridership along the new revised Route 221.

The meeting was adjourned at 10:44 a.m.



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PRESIDENT

ATTEST:

CLERK

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