

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS HELD MONDAY, OCTOBER 19, 2009, AT 10:00 A.M.

Roll Call

Present: Second Vice President Adams; Vice President Arnold; President Brown; Director Heller; Director Kellner; Director McGlashan; Director Moulton-Peters

Absent: Director Kinsey

Director Brown opened the meeting at 10:06 a.m.

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

Freddie Bloom reported that she had looked at the reductions proposed for the Fairfax-Civic Center routes. She indicated that she understood the need for reductions. She asked the Board to reconsider cutting back on any service during commute times. She stated that she thought the County had done a fair job in promoting other transit options, but forcing people to wait an hour for a bus would put people back in their cars. She repeated that she was requesting the Board to retain all commute hour trips and, if reductions were necessary, to reduce mid-day service.

2. *Approval of Minutes for September 21, 2009.*

Director Heller made a motion to approve the minutes. Second Vice President Adams seconded the motion.

Vote: Motion carried 6- 0

AYES: Second Vice President Adams, Vice President Arnold, President Brown, Director Heller, Director Kellner, Director McGlashan

ABSENT: Director Kinsey, Director Moulton-Peters

3. *Board of Directors' Matters.*

President Brown asked if any Directors wished to speak. Director Heller indicated that she held a community meeting at Drake Terrace and she estimated that 75 percent of that constituency was not aware of the 259 shuttle service. She had compiled a list of

senior living addresses in San Rafael and would forward it to staff for outreach follow-up. Director Kellner also indicated that the County has a brochure that lists older adult housing areas and she would provide it to staff.

4. *General Manager's Oral Report*

General Manager David Rzepinski stated that a report on the Youth Pass Program would be provided in the packet for November. He discussed the progress on the South Novato Bus Stop Improvement Program and relayed that the first public meeting had taken place on October 13th, which would be followed by another public workshop in November. He reminded the Board that the environmental planning must be completed by January and staff was working with the contractor to keep this project on schedule.

Mr. Rzepinski provided the Board with an update on funding. He reported that the State Supreme Court had upheld the decision to reinstate STA funding to transit agencies retroactive to October 2007 allocations. He cautioned the Board that since that \$3 billion no longer exists, it will take time to raise and it may not be returned to transit agencies until May or June of 2011. He also passed on the State Board Equalization numbers for sales tax collected for the second quarter of 2009, stating a projected 15% drop in County revenue compared to the second quarter of 2008 which was 19%. He noted that the third quarter numbers are expected to improve further, as they will include the "Cash for Clunkers" revenues.

He called the Board's attention to item 8 on the agenda, which was a resolution for the State to pay back the property tax monies taken from the counties in two installments (one in January, 2010 and one in May, 2010). Vice President Arnold asked if this was contingent on the passage of SB 67. Mr. Rzepinski confirmed that 1A Securitization did require the passage of SB 67 and he had been informed that SB 67 had passed and was awaiting the Governor's signature. Vice President Arnold asked who authored the bill. Finance Manager Pamela Thompson offered to answer any questions regarding the resolution and will report back to Vice President Arnold which State Legislator introduced SB 67. Director Heller wanted to make sure the minutes reflected that each city and town was also having funds redirected by the State, as well as the County.

Mr. Rzepinski closed by stating that staff did attend that American Public Transportation Association's annual conference in Orlando, Florida this month. He stressed that in terms of present initiatives and programs that are being presented in the transit industry, this Board should be proud of where the District is heading. He noted that the keynote address, as well as papers and panels, focused on integrating technology into overall transit operations, public-private funding partnerships, mobility management efforts, and other key elements that the Agency had been aggressively pursuing. He passed along the focus of the new administration members who spoke, including the Secretary of Transportation and the new Director of the Federal Transportation Administration, who

emphasized safety and security, streamlining project funding, and the American Recovery and Reinvestment Act (ARRA) successes in transit.

5. *Update on Grants and Mobility Management Initiatives.*

Amy Van Doren, the Director of Operations, gave an update on Proposition 1B allocations. She indicated that the District had received notification that it will be granted about \$600,000 to replace 2-3 Muir Woods Shuttle vehicles in December and was invited to apply for another \$600,000 for 2-3 more vehicles in Spring 2010. She also reported that Marin Transit applied to the State for a planning grant for a Novato Needs Assessment and was awarded \$100,000.

Ms. Van Doren informed the Board that in the tradition of success at being awarded the grants it's applied for, a new round of New Freedom funding was being recommended by the MTC for \$263,000 to expand the Mobility Management Program. She explained how the program could now be extended for another year and would also be augmented by \$94,000 of in-kind volunteer work, and \$43,000 from Measure A for a total proposed budget of \$400,000. She introduced Paul Branson, the District's Community Mobility Manager, to describe the programs envisioned for the next 18 months.

Mr. Branson started by discussing the paratransit contract and the need to create an RFP that includes the features funded by the New Freedom Grant. He explained the need to rebrand the paratransit vehicles as a Marin Transit service, to reduce the demand for paratransit service by providing new programs, creating a one-call information and referral service, utilizing taxis, the coordination of public and private resources (transport), and creating a volunteer driver program. He emphasized that mobility management is not just getting people in wheelchairs to doctor appointments, but also includes support for seniors, the disabled, and low income population transit needs. He described, as a next step, the creation of the Marin Mobility Consortium, where stakeholders, partner agencies, and human services can discuss and plan for transportation solutions. He reported that the travel training for seniors component was now in place. The first presentation was held on September 25th at Martinelli House, about 30 people were in attendance, and it was well received. Mr. Branson ended his presentation with an invitation to the Board to attend the November 3rd Mobility Management Operation Presentation at Marin Transit, which will feature a nationally-renowned expert on the issue.

Second Vice President Adams inquired as to the oversight requirements for the volunteer driver program. Mr. Branson reported that all liability issues, whether for the drivers, the passengers or the District are handled by an umbrella policy carried by the sponsoring organization. Mr. Rzepinski added that by making Marin Transit the key player in coordinating the Mobility Management programs and related contracts, it allowed the District to set those standards and enforce the best transit practices.

Director Adams asked if there would be a centralized customer service line for all these components. Mr. Rzepinski agreed that was a goal for the Agency with these initiatives.

Director Kellner asked if the RFP would contract out services that were currently being done in-house. Mr. Branson responded that the Agency was still reviewing the scope, but very few of the paratransit functions were carried out by Transit directly at this time. Director Kellner indicated that the Novato Community Hospital Shuttle Program was performing some of the functions he described in his presentation and she would be happy to put him in touch with them. He thanked her, in advance for her assistance.

Regarding the concept of a volunteer driver program, President Brown stated that everyone should have an avenue to complain or comment on our programs and given that this would be a peer program of volunteers, the Agency should keep this in mind as comments are made. Mr. Rzepinski agreed and concurred with the President's wisdom. President Brown suggested that the District include service clubs as a resource to include in this concept, as well as a possible source of funding for specific components. Director Moulton-Peters reinforced that local chapters of service clubs do provide transportation and program funding and should be invited to participate in the Mobility Management initiatives. Mr. Rzepinski commented that Mr. Branson was being modest and had accomplished a significant amount in a small period of time. Mr. Rzepinski closed by saying that the fact that Mr. Branson was able to extend the grant funding for a second year and guarantee his high level of expertise in seeing through the planning process was very exciting for the District.

6. *Draft Marin Transit Service Reduction Recommendations.*

Mr. Rzepinski stated that he understood the severity and the seriousness of what the Board was being asked to consider regarding service cuts recommendations. He thanked the Board for the foresight of making changes as early as December of last year in administrative cuts to put the District in the best position possible to protect the core services that the community has worked so hard to shape. He said that he was appreciative that good stewardship and sound planning practices made the scope of these reductions significantly smaller than what other transit operators must face in these tough economic times. Mr. Rzepinski introduced a proposal of an 8% reduction of service hours on the local routes, which would save the Agency approximately \$1 million annually.

Mr. Rzepinski went on to describe why these service reductions were needed at this time. He indicated that the 10-year forecasting model used by the District had been conservative, but could not take into account the lengthy and dramatic loss in funding caused by the State budget crisis plus the national recession. He detailed the variety of sources that supply the District with close to \$30 million in annual funding and explained that the difficulty is not just that revenue is decreasing, but service costs are also increasing. He made it clear that if the District takes no action, it will have an annual deficit of at least \$1 million in July 2011, which will grow to \$3 million by 2015 and

become a cumulative \$16 million by 2018. He reported that by making the 8% cut this fiscal year, the District will have a balanced budget for July 2011, only a \$1.5 million deficit by 2015, and an estimated \$4.5 million cumulative deficit by 2018, which is a shortfall that remains manageable for the Agency.

Mr. Rzepinski described the methodology used to determine which trips should be proposed for reduction. He indicated that by reducing frequency and/or span of service on local under-performing routes only, staff calculated that the proposed 8% reduction will only impact 2% of the ridership. He commented that the routes that would be impacted by these reductions were the 17, 19, 22, 23, 29, 36, 45, 49, 51, and 52.

Mr. Rzepinski explained the extension of the Route 29 (when used in conjunction with the Route 23 and/or the Route 22) will still provide 30 minute service along the San Rafael – San Anselmo corridor. He indicated that this proposal forces a transfer and may inconvenience some riders, but gives Manor residents access and does not eliminate any routes or segments.

Second Vice President Adams commended the District for preserving service on the Route 29 and Route 17, which were slated for deeper cuts. She asked about the role of the contractors in the rising costs and whether there will be an opportunity to make modifications in the contracts through the RFP process. Mr. Rzepinski responded that all known variables, such as capital purchases and service/contract costs, will be revisited and the actual amounts will be plugged into the model as the Agency rolls forward to guarantee fiscal responsibility. He acknowledged that further cuts would affect the District's core services and any future cost savings would have to come from other efficiencies.

Director Moulton-Peters praised staff for the public relations materials generated to communicate the proposed service reductions to the Board. She inquired what information would be available to the riders. Mr. Rzepinski indicated that comprehensive information about each reduction was available on the website and four public meetings have been scheduled and advertised on the affected bus stops. Vice President Arnold asked if these changes would trigger new labor negotiations. Mr. Rzepinski replied that Golden Gate Transit has been in the loop on these changes for some time. He noted that these reductions may cause one to two operators to be displaced and the Golden Gate Bridge District operations division, as well as the Amalgamated Transit Union, had been made aware of this proposal.

Director McGlashan wanted to make sure that the people who depend on trips that are slated for reduction have every opportunity to be notified of the change and get informed about the workshops. He agreed with Director Moulton-Peters that each stop that may take on passengers from a soon-to-be discontinued trip should have notification about that specific trip at the stop. Director Heller encouraged the District to run information on the public access channels that directs those affected to the Agency's website. Vice President Arnold agreed with all her colleagues and suggested that bus stops get a generic poster that says, "Bus schedules are changing. Please go

to marintransit.org or call 226-0855 to check your trip.” President Brown cautioned the District that very few riders turn out at the public meetings, so there should be a back-up plan to get the information out. He expected that the funding news from the State would continue to be bad for an extended period of time and the effect of that was that cuts are going to have to be made in areas where people need service because there is no other place to cut. He stressed that it was a horrible duty to have to ask for and then approve such cuts. He wanted General Manager Rzepinski to know that all staff in Transit needed to be complimented on how they approached this difficult process and the thoughtfulness, equity, and sensitivity used to preserve what could be retained for the maximum public good. He praised Transit for their great job, hard work and dedication.

Second Vice President Adams made a motion to set a public hearing for November 16th, 2009, at 10:00 am. Vice President Arnold seconded the motion.

Vote: Motion carried 7- 0

AYES: Second Vice President Adams, Vice President Arnold, President Brown, Director Heller, Director Kellner, Director McGlashan, Director Moulton-Peters

ABSENT: Director Kinsey

7. Contract with Syncromatics Corporation for ARRA-funded Automatic Vehicle Location and Passenger Information Systems.

Vice President Arnold inquired if the AVL (Automatic Vehicle Locator) system would be installed on the Novato Dial-A-Ride. Mr. Rzepinski responded that Transit would start out by loading the system on the Stagecoach and Shuttle programs first. Second Vice President Adams wanted to know if the Board could expect a demonstration. Mr. Rzepinski stated that an internet demonstration for the Board members is coming. Director McGlashan complimented Transit on choosing to provide the service in a less costly, more efficient manner than LED signs all over the county.

Director Moulton-Peters made the motion to authorize the President to execute the agreement for the period from October 19, 2009, through June 30, 2012. Director McGlashan seconded the motion in honor of former Director Paul Albritton.

Vote: Motion carried 7- 0

AYES: Second Vice President Adams, Vice President Arnold, President Brown, Director Heller, Director Kellner, Director McGlashan, Director Moulton-Peters

ABSENT: Director Kinsey

8. *Proposition 1A Securitization Resolution.*

Second Vice President Adams made the motion to approve and adopt the proposed agreement and authorize the execution of related documents. Director Kellner seconded the motion.

Vote: Motion carried 7- 0
AYES: Second Vice President Adams, Vice President Arnold, President Brown, Director Heller, Director Kellner, Director McGlashan, Director Moulton-Peters
ABSENT: Director Kinsey

President Brown adjourned the meeting at 11:16 a.m.

The next regular Transit District meeting is scheduled on November 16th, 2009, at 10:00 a.m.

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PRESIDENT

ATTEST:

BOARD SECRETARY