

**REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS HELD MONDAY, DECEMBER 21, 2009, AT 10:00 A.M.**

**Roll Call**

Present: Second Vice President Adams; Vice President Arnold; President Brown; Director Heller; Director Kellner; Director Kinsey; Director McGlashan;

Absent: Director Moulton-Peters

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.*

President Brown asked if there were any members of the public who wished to address the Board. President Brown acknowledged that no one wished to speak at this time.

2. *Approval of Minutes for November 16, 2009.*

**Second Vice President Adams made a motion to approve the minutes. Director Kellner seconded the motion. Director Heller asked to abstain, as she did not attend the meeting on November 16.**

**Vote: Motion carried 6- 0**

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

**ABSTAIN: Director Heller**

**ABSENT: None**

3. *Board of Directors' Matters.*

Director Kellner noted that Alameda County Transit reported an 8% cut to transit services.

4. *General Manager's Oral Report.*

General Manager David Rzepinski reported that the Transportation Authority of Marin (TAM) Board met and voted on approving carryover money from the State Transportation Improvement Program (STIP) to Marin Transit for one Muir Woods Shuttle Vehicle. He acknowledged that there had been discussion regarding the type of vehicle that had been recommended and he wanted to state that it was a diesel-powered vehicle (like those already in service), largely because there were no alternatively-fueled commercial vehicles available that would meet the

duty cycle and service parameters of the Muir Woods Shuttle. He reminded the Board that the District needed to purchase 10 vehicles for the service and this chance to use STIP funds (rather than Measure A dollars) made pursuing the funds worthwhile. He emphasized that the allocation of these dollars may come late or not at all, depending on the State funding cycle.

Mr. Rzepinski called the Board's attention to the 2010 meeting schedule in the packet. He advised that there was no meeting planned for January and there may be a second meeting needed in March to award the Paratransit contract.

Mr. Rzepinski reported that the safety issues published in the Marin Independent Journal concerning Marin City are matters that the Transit District takes very seriously. He pointed out that communication between the District, Director McGlashan's Office, the Sheriff's Office, and Golden Gate Transit had been taking place long before the articles appeared to better understand the issue and discuss what, if any, measures the District could take to improve the situation. He asked for the opportunity to meet with Director McGlashan and then return to the Board to describe Transit's recommendations to mitigate the safety issues. He emphasized that the Transit District became involved four years to secure funding for Marin City transit improvements and the District will continue to make itself available to all parties to help implement the Lifeline funding for the Marin City Transit Hub. Vice President Arnold inquired if the Housing Authority was part of these discussions. Mr. Rzepinski verified that they were.

Mr. Rzepinski announced that the Metropolitan Transportation Commission's Bay Area Transportation Partnership Board has accepted the District's request to become a voting member. He described that TAM already has a voting seat at this table (as do four other North Bay operators). He noted that the Partnership Board was an important forum to make sure local transit issues were addressed.

Mr. Rzepinski updated the Board on the delivery of seven hybrid vehicles for local service, stating that a portion of the vehicles may be delivered as soon as the middle of January 2010. He mentioned that this was an opportunity for the District to display unique branding for 35 feet vehicles and he distributed graphic boards for feedback on the decaling choices. Second Vice President Adams said she would like to keep the branding as clean, simple, and inexpensive as possible, which would also be consistent with the Shuttle decals. Vice President Arnold and Director McGlashan agreed with Second Vice President Adams. Director Heller liked the branding that emphasized the hybrid operation around the roofline.

Mr. Rzepinski closed by directing the Board to the list of the 41 contracts, agreements, and MOUs completed by the District in 2009. He also noted the seven RFPs created, awarded, and implemented this calendar year. He described milestone tasks, such as redesigning and launching the website, creating the Mobility Management position, the new fare collection system and periodic passes, assuming responsibility for the 2009 Muir Woods Shuttle, and launching the Novato Dial-A-Ride service that were completed this year. He commended the talent of each member of the District's staff and the Board's support, leadership, and direction in accomplishing an amazing series of improvements during 2009.

Director McGlashan expressed his appreciation to Mr. Rzepinski for all the work Transit does, the ability to maintain a sense of humor, and a willingness to think outside the box and entertain, at least analytically, all the ideas that come Transit's way. President Brown thanked Mr. Rzepinski for his extraordinary professionalism and that it was his hope that Mr. Rzepinski's tenure would be a long one.

5. *Letter to Metropolitan Transportation Commission on Transit Sustainability Project.*

Second Vice President Adams noted that it was important that the District be at the table when decisions are made regarding the superstructure of the region. Vice President Arnold wondered if this letter as written was strong enough to get Marin's point across to MTC. Mr. Rzepinski said that the letter was an important first step to show that the District is working with the other North Bay operators to build a coalition to send MTC the message that they need to proceed with the understanding that these operators' needs must be taken into account. He expected that there would be another coalition letter in the future. Second Vice President Adams liked the way the letter emphasized that bigger isn't always better nor more cost effective and that there should be an in-depth analysis of not only what is gained, but also what is lost when consolidation occurs.

Director Kinsey reported that MTC met last week and the desire was not to create one large agency, but to lessen costs, perhaps by contracting out for services. He explained that the sad reality was that the Bay Area has a transit system that is fiscally unsustainable, suffers from unconnectivity, has overlapping service, and work rules that undermine cost efficiency. He indicated that many of the transit woes of the region would be solved by reconfiguring BART and AC Transit, not Marin Transit. He shared that the North Bay will be in the second phase, so there is a chance to watch how the process will work and there will be many committees and subcommittees that will give the smaller agencies an opportunity for input and a vote.

General Manager Rzepinski agreed with Director Kinsey that the smaller agencies are almost 70% more cost effective. He recommended that the letter be approved as written because it addressed information that was already presented to the MTC Commissioners. President Brown reflected back on the lack of power Marin County had in the HOT lanes discussion/decision. He advocated that the District needed to clearly understand the issues and claim its best position to represent the constituency's interests. President Brown requested that staff prepare a brief, detailed report on the range and scope of what MTC is considering for the next meeting. Director Kinsey would also like the report to address what array of transit operators exist in the North Bay (including the intended shuttle system for SMART) and why there is such a proliferation of small agencies.

**Second Vice President Adams made a motion to authorize the President to sign the letter. Director Kinsey seconded the motion.**

**Vote: Motion carried 7- 0**  
**AYES: Second Vice President Adams, Vice President Arnold, President Brown, Director Heller, Director Kellner, Director Kinsey, Director McGlashan**  
**ABSENT: None**

6. *Marin Emergency Radio Authority Resolution on Bond Funding.*

General Manager Rzepinski explained that the District is part of the Marin Emergency Radio Authority (MERA) because of paratransit and Stage communication coverage issues. He

emphasized that the new technology approved by the Board earlier this year will increase efficiencies and reduce costs over time.

**Director Kinsey made a motion to authorize the President to sign the resolution. 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 Kinsey, Director McGlashan,**  
**ABSENT: None**

*7. Contract Addendum with Maher Accountancy.*

President Brown inquired where Maher Accountancy was located. General Manager Rzepinski responded that they were a local firm in downtown San Rafael.

**Vice President Arnold made a motion to authorize the President to execute the addendum. 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 Kinsey, Director McGlashan**  
**ABSENT: None**

President Brown adjourned the meeting at 10:35 a.m.

The next regular Transit District meeting is scheduled on February 1st, 2010, at 10:00 a.m.

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PRESIDENT

ATTEST:

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BOARD SECRETARY