

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, JANUARY 26TH, 2006
7:30 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Steve Kinsey, Chair, Marin County Board of Supervisors
Vice Chair Al Boro, City of San Rafael
Susan Adams, Marin County Board of Supervisors
Charles McGlashan, Marin County Board of Supervisors
Cynthia Murray, Marin County Board of Supervisors
Amy Belser, Sausalito City Council
Peter Breen, San Anselmo Town Council
Pat Eklund, Novato City Council
Melissa Gill, Corte Madera Town Council
Joan Lundstrom, Larkspur City Council
Lew Tremaine, Fairfax Town Council

Members Absent: Hal Brown, Marin County Board of Supervisors
Jeanne Barr, Ross Town Council
Alice Fredericks, Tiburon Town Council
Jerry Butler, Belvedere City Council
Dick Swanson, Mill Valley City Council

Staff Members Present: Dianne Steinhauser, TAM Executive Director
Craig Tackabery, Marin DPW Assistant Director
Tho Do, Marin DPW Associate Civil Engineer
Art Brook, Marin DPW Transportation Engineer
Jessica Woods, TAM Recording Secretary

Chair Steve Kinsey called the Transportation Authority of Marin Meeting to order at 7:38 p.m.

1. Chair Reports

Chair Kinsey announced that TAM is testing the webcasting feature and tonight is a chance to see how it will go for future meetings of TAM. He believed it is a great idea to open up the opportunity for the public to participate.

Also, on Tuesday during a Board Workshop that the Board of Supervisors was having they began to review a Road and Bridge Maintenance Program, which is a combination of General Fund dollars that the Board is committing along with the anticipated Measure A monies.

The Director of Public Works Farhad Mansourian presented the Board with his first directive of the new year to staff and it deserves acknowledgment this evening. Staff has been directed that all projects from



the time of their inception forward will consider a multi-modal approach that ensures the inclusion in the scope of all relevant, appropriate and mandated facilities, so it is *"all modes on all roads."* Consideration did not mean that it is absolutely guaranteed to happen, but they will really review for opportunities for bus, bicycle and pedestrian facilities, as well as disabled access and traffic. He then encouraged other Commissioners to work with their own city and town staff to encourage them to consider similar actions.

2. Commissioner Matters not on the Agenda - None

3. Executive Director's Report

Dianne Steinhauser, Executive Director, provided TAM with an Executive Director's Report for their review that included the following:

- Federal - SAFETEA-LU
- State - Governor's Strategic Growth Plan
- Governor's Proposed FY 2006/07 Budget
- California Transportation Commission Annual Report
- MTC/Caltrans State of the System report
- MTC Approves Toll Increase on Bay Area Toll Bridges
- Bay Bridge bid opening postponed
- South Access to the Golden Gate Bridge - Doyle Drive Draft EIR/s
- SMART Draft EIR Comment Period Closes
- 101 HOV Gap Closure Project
- San Rafael Canal Neighborhood Open House
- Safe Routes to School Program
- Construction to Begin on East Sir Francis Drake Boulevard
- 2006 Transportation Infrastructure Bond Proposals

Regarding the 2006 Infrastructure Bond proposals, Commissioner McGlashan asked staff if it is possible to advocate for inclusion of the Marin Sonoma Narrows and a few other critical projects to appease the Governor's office desire to identify specific projects. He strongly concurred with staff's approach to include broad descriptions for local control of specific project selection in order to do it locally. Executive Director Steinhauser explained that it was an oversight to not include the Narrows based on its strategic value and readiness and that she would work towards adding it.

Commissioner Adams noted that ABAG and CSAC discussed a bill to incorporate housing in part of this bonding initiative. If they are going to focus on transit-oriented development and building affordable housing, which usually needs subsidies, they need to advocate for making sure that funding is included. Executive Director Steinhauser pointed out that page 9 of the Executive Director's report has a great comparison between the different bond proposals for review.

Commissioner Murray thanked staff for staying on top of the Marin-Sonoma Narrows and she hoped staff is successful in including it in the bond.

Chair Kinsey noted that last month TAM discussed the TCRP allocation of \$15 M for the Marin Sonoma Narrows and asked staff if Sonoma County Transportation Authority accepted TAM's proposal of being supportive of Sonoma in return for their willingness to support Marin in the future. Executive Director Steinhauser responded that they are acceptable of that proposal and staff intends to make that a reality in terms of an equal amount of funding a reality.

4. Commissioner Report
a. Executive Committee

Chair Kinsey noted that the minutes are included in the packet and they did talk about some of the financial issues and some expectations of what it will take to meet the needs of not only 101 HOV Gap Closure Phase 4, but also the bicycle and pedestrian facilities and sound reduction strategies. He noted that no decisions were made, but much of the Measure A money allocated might be needed to be able to go out to bid on that project. Also, the Crossing Guard Program was discussed and the proposal to create a contract for all crossing guards at the qualifying schools, with the opportunity for those schools using volunteers or paid staff to redirect those support employees to other school access activities.

b. Marin-Sonoma Narrows Policy Advisory Groups

Commissioner Murray reported that the Advisory Group met in December and they decided to endorse going forward with the East Washington Interchange Project. With the limited amounts of funding available, they felt safety improvements should be done.

c. SMART

Vice Chair Boro reported that SMART held two meetings last week, one in Sonoma and one in Marin on last Saturday regarding the Draft EIR. They received many comments on the project, both supportive and in opposition. The comment period closed on Monday the 23rd and the Executive Director is in the process of sorting the comments into categories. They are planning for approximately 90 to 120 days to answer those comments and hopefully get the report back to the full Board. They made a commitment at the request of Directors Eklund and McGlashan that if in the process of going through those answers if an issue came up that might necessitate re-circulation, that they would alert the Board of that rather than wait to the end of the process.

d. Countywide Planning Ad Hoc Committee

Commissioner McGlashan reported that the Committee met twice in January and once in December since TAM last met. The process is very productive and going well. The Committee is brainstorming all the reasons why a multi-jurisdictional agency consisting of elected officials would be useful working with staff and the members of the public. They also studied the history of the former agency. They looked at other JPA's, as well as other groups in the County, in order not to duplicate other activities. Today, the Committee began the process of going through a lengthy list of ideas to a develop priorities to focus on. The organizational structure has to still be dealt with. The three big areas emerging are as follows:

1. The jobs/housing balance and identifying appropriate areas in the county for infill, coordination, zoning, and analysis.
2. Sharing best practices across the jurisdictions in the county.
3. Analyzing countywide cumulative impacts.

Commissioner McGlashan indicated that the Committee also discussed the task-oriented items as follows:

- Communicating and coordinating on transportation and other planning issues with Sonoma County.
- Seeking grant opportunities on TOD or land use.
- Executing projects for TAM that are unable to be done with the current limited staffing focused on Measure A.

Commissioner McGlashan believed four more meetings are needed before a formal recommendation is provided to this Board and he hoped that by March the Committee will be ready.

5. Consent Calendar

- a. Approval of TAM Minutes of December 15, 2005. Recommendation: Approve.
- b. Adopt Disadvantaged Business Enterprise Program – Recommendation: TAM adopt the DBE Program and 10% overall goal for FY 2005/2006.
- c. Professional Services Contract for Bicycle Plan Updates with Alta Consulting – Recommendation: TAM authorize the Chair to execute the Professional Services Contract with Alta Planning and Design to provide updates to the Bicycle Master Plans for the amount not-to-exceed \$115,000.
- d. Resolution Regarding TE Projects – Recommendation: TAM adopt the attached Resolution directing the equal exchange of STIP-TE funds for Measure A funds.
- e. STIP Planning, Programming, and Monitoring (PPM) Fund Transfer Agreement – Recommendation: TAM authorize the Executive Director to execute the agreements; a STIP Planning, Programming and Monitoring Program Fund Transfer Agreement; and a Master Agreement Agency – State Agreement for State Funded projects.

Chair Kinsey asked for a motion.

Commissioner Murray moved and Vice Chair Boro seconded, to adopt the Consent Calendar as presented. Motion carried unanimously by TAM.

6. Caltrans Report

Jit Pandher, representing, Caltrans, reported on the items of concern from Commissioner Eklund at the last meeting. He discussed open graded asphalt and explained that it provides some benefit in terms of noise, but no projects are proposed in the area of Novato mentioned in the near future. In regard to the Park-n-Ride lot at Alameda Del Prado, they checked all the lights and the lights provided in the parking lot are very large and bright. Also, the recently installed “no right turn” sign on Ignacio was installed because there was a complaint that the City forwarded to Caltrans. The sign was posted without consulting the City. They will review potentially changing the phasing of the signal to relieve the backup problem, which will be discussed with the City. Regarding the bus stop, the best solution is to relocate the Bel Marin Keys bus stop. They will work with the Golden Gate Transit and City to resolve that issue. He reiterated that Caltrans would meet with the CTC on Thursday to receive funds for the Central San Rafael Segment 3 project.

Vice Chair Boro asked Caltrans to look at South 101 as entering Larkspur because the road has been reconfigured due to the widening, but there are a couple of sets of pavement markers, which are very confusing. Mr. Pandher agreed to review.

Commissioner Adams discussed the Marinwood exit and stated that there are a great deal of people choosing to exit there and use Miller Creek as an extension to 101, or to jump across the Miller Creek exit to get back on the freeway, and a number of people are making U-turns to get back on the freeway. There are certain times in the morning where it is gridlock at that intersection, and it is having a major impact on that neighborhood and it is unsafe. She asked Caltrans to review that area. Also, she asked Caltrans about their policy for those parking in park-n-ride lots overnight. Mr. Pandher agreed to investigate on a policy and report back his findings at the next meeting.

Commissioner Breen pointed out that the lights in the Rainbow tunnel on U.S. 101 have been out for quite some time and asked Caltrans if they are permanently out because it is very dark. Mr. Pandher agreed to investigate and report back his findings at the next meeting as well.

7. 511 – Regional Rideshare Program Overview

Tad Widby, representing, 511 RRP, provided a power point presentation to TAM on the 511 Regional Rideshare Program that included the following:

- 511 Services
- Background for Marin County

Commissioner Eklund asked Mr. Widby where the nine vanpools destined for Marin are coming from. Mr. Widby believed they are possibly coming from San Francisco and Sonoma, but he agreed to research and provide the information to staff.

Chair Kinsey stated after TAM has staff, an office established, and the Strategic Plan completed this is an area where TAM can be very proactive. He thanked Mr. Widby for attending the meeting and working with staff.

Craig Tackabery, Assistant Director, noted that they formed a North Bay Commute Alternatives Taskforce and they had their first meeting with all transit the operators in both Marin and Sonoma, rideshare staff, the Workforce Investment Board staff, TAM and Sonoma County Transportation Authority staff. One idea discussed is that when RRP staff make a visit to employers, that they have a toolbox of all the commute alternatives. He pointed out that it is big change for TAM to be proactively involved, and agreed that with more planning staff there is a real opportunity.

Commissioner Adams asked staff how they are doing with being able to provide people routing when traveling between counties to identify which bus is needed. Mr. Widby responded that several of the transit operating systems routes are included on the 511 website, but more information is needed. Also, more routes must be included and the system must be upgraded to receive a faster response. Commissioner Adams suggested that there be a mechanism to identify a 5 or 6 block radius around a hub as well as a map that can show the location of the bus stop. Mr. Widby agreed with those suggestions and MTC is working on how to update the system.

Commissioner Murray complimented Mr. Widby for providing materials in Spanish. Also, the Bridge District runs club buses, which is when a major employer charters a bus for employees to use to commute to and from work. That should be considered for Marin's larger employees.

8. Marin County Transit District Status Report on Short Range Transit Plan

Dianne Steinhauser, Executive Director, stated that MCTD is intending to release their draft SRTP very soon and TAM is required to approve the SRTP in a public forum following approval by the Transit District. TAM staff intends to incorporate the SRTP into the Strategic Plan, so upon approval of the SRTP by MCTD in March, staff will incorporate the Strategic Plan. Staff reviewed the administrative draft of the SRTP and there were a number of key issues to look for. 1) If the financial assumptions regarding the availability of Measure A funds were consistent with what TAM projected as revenue available; 2) is the public's expectations of performance as outlined in the Expenditure Plan for Measure A met or set as goals in this plan; and 3) are there broad goals and objectives that can serve as a framework for the future in making decisions about service. She reported that this draft SRTP has addressed all those concerns and tonight they would talk about the process that has been engaged to

date and the upcoming process. The opportunity for comment on the plan details is through the MCTD comment period.

Bonnie Nelson, representing, MCTD, provided a power point presentation to TAM that discussed the process as well as some of the considerations to date in developing the plan that included the following:

- Goals of the Plan
- Operationalizing Measure A Performance Standards
- Matching Service Type and Standards to Demand
- What the Service Plan does Do
- Other Elements of the Plan
- Plan milestones
- General meetings – focused on the Draft SRTP as follows:
 - o Northern Marin – February 7th, 7:00 p.m. – Margaret Todd Senior Center
 - o West Marin – February 13th, 7:00 p.m. – Point Reyes Dance Palace
 - o San Rafael (1) – February 16th, 7:00 p.m. – Canal Welcome Center
 - o South Marin – February 22nd, 7:00 p.m. – Manzanita Center Lounge
 - o San Rafael (2) – February 25th, 10:00 a.m. to 12:00 p.m. – Whistlestop Wheels
 - o Central Marin – March 2nd, 7:00 p.m. – Women’s Club

Vice Chair Boro asked Ms. Nelson to clarify the standard small bus size. Ms. Nelson responded that a standard small bus size would accommodate 22 passengers.

Chair Kinsey thanked Ms. Nelson for attending the meeting and encouraged Commissioners to get their cities and towns to review this plan and focus their comments to the MCTD process. He emphasized that TAM’s role is to ensure that the plan presented is consistent with Measure A Expenditure Plan requirements.

9. TAM Office Location

Chair Kinsey summarized the staff report with the recommendation from the Executive Committee that TAM direct the Executive Director to enter lease negotiations for a TAM office location at 900 4th Street in downtown San Rafael. The final lease would be considered by the Board at a future meeting.

The item was opened to the public, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Tremaine moved and Commissioner Lundstrom seconded, to authorize the Executive Director to enter lease negotiations for a TAM office located at 900 4th Street in downtown San Rafael. Motion carried unanimously by TAM.

10. Highway 101 GAP Closure Projects Status Report, Including Puerto Suello Hill Soundwall and Bike Path Alternatives

Connie Preston, representing Nolte Consultants summarized the staff report and recommended that TAM provide concurrence for continuing the design and pursuing environmental clearance for the following path elements:

- A breakaway path at Linden Lane to provide an access point for the Lincoln Avenue and Dominican communities.
- The terminus of the path at Stevens Place and Mission Avenue.

- An undercrossing option at the Lincoln Avenue ramps.

Chris Metzger, representing Nolte Consultants, provided a power point presentation to TAM that included the following:

- Puerto Suello Hill Multi-Use Path
- Additional Elements Investigated Since December Board meeting
- Schedule
- Soundwall Sound Absorption Materials
- Linden Lane
- Lincoln Avenue Undercrossing
- Preliminary Trail Construct Cost Summary
- SoundSorb Treatments
- Preliminary Soundwall Absorptive Materials Construct Cost Summary

Vice Chair Boro discussed the Mission Avenue/Stevens Place location in regard to the sidewalk being very narrow, with traffic moving quickly. Mr. Metzler responded that they actively reviewed the area and the sidewalk width on Mission Avenue could be widened, at least doubled, and users could be re-directed so they do not run directly into Mission. There is a sidewalk running all the way to the Transit Center to provide access. Also, there are opportunities in the future to create a corridor to the Transit Center that have been discussed with the City. Vice Chair Boro stated that the particular section of Mission is the heaviest traveled section in the morning and evening, and introduction of a bicycle element into that area should be studied very carefully.

Commissioner Gill asked for clarification on the undercrossing. Chair Kinsey responded that it is going under the off ramp at Lincoln. Commissioner Gill asked Mr. Metzger if Caltrans approval is required. Mr. Metzger responded that Caltrans approval is required.

Commissioner Gill pointed out that no one has yet agreed to pay for the maintenance of this path and asked Ms. Preston to discuss the other jurisdictions involved in this path. Ms. Preston responded that it is mainly in Caltrans right-of-way, except for the small segment through Stevens Place. She stated that the cost is an element, and who will physically maintain the path are the issues. Executive Director Steinhauser stated that the State is struggling with being able to maintain bike paths that are built around the region. Generally their recent policy is to designate another entity. Discussions are ongoing and creative solutions are being developed. She stated that before they approve a cooperative agreement to allow construction, the path maintenance issues must be solved.

Commissioner Breen asked the Chair about public safety issues within the Cal Park Tunnel. Chair Kinsey stated that because the Cal Park Tunnel is between the jurisdictions of San Rafael, the County and Larkspur, the County from the very beginning took responsibility. They are working very closely with the public safety departments in both of the cities to address their needs. In reality, San Rafael is the first responder agency by virtue of their proximity. They must think about this because the North-South bikeway would move through a number of communities when it is ultimately built out.

Commissioner Tremaine asked staff who would do the structure maintenance. Executive Director Steinhauser assumed that Caltrans would maintain the structure. She stated that it is more of a maintenance issue of gravel on the path and users of the path calling and being directed to get their needs met. She added that other jurisdictional options are being reviewed because it cannot be a nonprofit; it must be a public agency.

Commissioner Eklund asked staff how construction of this path would be paid for. Executive Director Steinhauser responded that this path is part of Measure A funding dedicated to the Expenditure Plan for Highway 101. The difficulty is that the highway project is increasing in cost, and the award of the current project is taking some of the STIP money, so the picture is fluctuating on the dedicated funds in terms what would be left to do the bike path and soundwall. Also, staff would be bringing forward a recommendation for hiring a Financial Advisor to begin the process of assessing debt financing strategies to advance sales proceeds.

Commissioner McGlashan thanked staff and the consulting team for working hard and fast. He felt this bike path is a critical first step in a mode shift opportunity that is desperately needed in the County and he appreciated establishing the strategies, such as the undercrossing that might actually save money.

Vice Chair Boro stated that the intent is to determine the most effective soundwall for that section of freeway. He then asked staff what is being developed for the soundwall between now and the February meeting. Executive Director Steinhauser explained that at the next meeting they would have information indicating what could be done and how it would appear, as well as color options. Staff understands that noise absorption is the number one priority and that a decision must be made. She explained that they would be going back to the public with detailed designs and then come to TAM with recommendations from that meeting.

Commissioner Adams agreed that noise absorption is a priority and aesthetics was secondary, because noise is a major concern for the neighbors in that area. They must inform the public at the next meeting what will occur. Mr. Metzger explained that the soundwall is "state of the industry" and there are not many samples, but now they are in a position of knowing that they can reach the same goal with either of two different sound absorptive systems. He stated that now they have to look at the construction details. Vice Chair Boro pointed out that this is a Caltrans project and he did not want TAM to be responsible for determining whether or not this system would work. Executive Director Steinhauser responded that this product must cause a noticeable reduction in noise Caltrans has researched, studied and tested these products, and these products have been used by other agencies. She added that Caltrans want to make sure this works as well, so they are in partnership on a solution.

Commissioner Breen asked Ms. Preston if anyone viewed this system in real life because he wanted the reassurance that this system works. Ms. Preston responded that there is nowhere on a State Highway where any of these systems have been implemented. She added that other transit agencies have used this product, but just not on a State Highway.

The item was opened to the public.

David Schoenbrun, representing, TRANSDEF, stated that this project has become very expensive and he believed it is important that this body receive some type of testimony that this path will be used because this is definitely not the desired alternative and a tremendous amount of money is being spent.

Rocky Birdsey, representing, MCIL, thanked staff for all their efforts and he does have some concerns regarding grade and ADA requirements. He asked staff to consider raising the pathway in order to reduce the percentage down to 5%. He also asked if level landings could be provided. In regard to Heatherton being used as a pathway, he pointed out that the intersection is very dangerous in terms of bicyclist and pedestrians and recommended other creative solutions in order to remove bicyclist and pedestrians from that freeway off ramp.

Deb Hubsmith, representing, MCBC, thanked staff and the consultants for their hard work, as well as the Commission, for working to make sure the boundaries of this project reached the Transit Center. She indicated that this is a very busy corridor for bicycle access and when this section is built more people will commute by bicycle from downtown San Rafael up to the Civic Center, Terra Linda, and onwards to Novato. She added that it is an important segment that is connecting two of the biggest cities in Marin County. She stated that the public will use this pathway and it is part of the main north/south greenway. Also, they must have safe access to the Transit Center and they must look at Tamalpais Drive because California Vehicle Code prohibits people from riding bikes on sidewalks. Also, right hand turns at Mission are of concern as well. She then addressed the issue of maintenance. When the development for what was eligible for Measure A came forward, they made sure that bicycle and pedestrian pathway maintenance was an eligible expenditure as part as Measure A. They hope that TAM, as part of the Strategic Plan, will create a strategy for long-term maintenance for all bicycle and pedestrian pathways within the County. She believed a long-term comprehensive strategy is needed to create some sort of Joint Powers Authority, or some type of agreement to make that happen.

Margaret Zegart, Marin resident, felt it is inherent that TAM develops a program that not only has maintenance, but also liability. She hoped this plan would include the communities that have trails and trying to work the existing trails into the network. She discussed aesthetics and felt the appearance of a soundwall is important and recommended working with a surface that would be graffiti resistant. She further agreed that natural colors would be appropriate for this soundwall.

Karen Nygren, Marin resident, discussed the pedestrian bridge and recommended considering a different design for the stairs in order for bicyclist to use them. In regard to Heatherton, her vehicle was totaled there, and it is extremely important to deal with that intersection in order to keep bicyclists and pedestrian safe.

The public input was closed.

Commissioner Adams believed there are simple solutions in order for bicyclists to walk up the stairs and roll their bike up an adjacent rail. Also, there are ways to deal with signalization so there is "no right turn" on red.

Vice Chair Boro discussed the soundwall and expressed concern about the product because it has not been shown that it works. He felt it is a matter of money and commitment. He asked Caltrans to help TAM through the process. He desired answers in regard to the soundwall and did not believe TAM should assume responsibility. Executive Director Steinhauser agreed to bring back examples at the next meeting.

Chair Kinsey asked for a motion.

Commissioner Murray moved and Commissioner Adams seconded, that TAM concurs on moving forward with the detailed design and the environmental clearance for the path features and sound absorbing wall options.

Commissioner Breen expressed concern for the stairs at Linden Lane for those in wheelchairs. Chair Kinsey responded that there is an adjacent pathway and the stairs are an amenity as well as an accessory feature. Also, they will comply with ADA requirements with all their applications.

Motion carried unanimously by TAM.

11. Approval of Second Addendum to Professional Services Agreement with Nolte Associates, Inc. Agreement No-C-FY04/05-001.1

Chair Kinsey summarized the staff report and recommended that TAM approve Addendum 2 to the Nolte Contract for additional on-call support services in the amount of \$1,097,400, for the work indicated on Exhibit A to the Addendum. He explained that they are working with consultants that are very familiar with this project and that these are challenging issues with very limited site areas. He recommended approving this second addendum to the agreement.

The item was opened to the public, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Lundstrom moved and Commissioner Belser seconded, to approve the Second Addendum to Professional Services Agreement with Nolte Associates, Inc, Agreement No-C-FY04/05-001.1. Motion carried unanimously by TAM.

12. Suggestions for Future Agenda Items - None

13. Open Time for Items Not on the Agenda

Rocky Birdsey, representing, MCIL, stated that transit operations must be reviewed. They must find a way to have stable funding for transit operations. This is not being discussed on a statewide level and he asked TAM to raise the issue when possible. Also, they must look at how Prop 42 funds are used for transit. He suggested taking 20% of Prop 42 funds and giving it to transit operations to maintain the current level of funding, and that capital improvement programs can be funded by the spillover. He emphasized that they must maintain their current level of service for transit operations across the State.

David Schoenbrun, representing, TRANSDEF, discussed the issue of environmental justice and noted that the MTC's Minority Citizens Advisory Committee established a list of environmental justice principles in order to develop a definition of what is equity in the distribution of transit funds. Also, if there are inequities discovered, MTC must change what it is doing in terms of handing out money. The CMA Executive Directors are not happy about this and are afraid that there will be changes. Also, MTC is being sued for having discriminated against people of color, and people of low income, throughout the Bay Area. He further hoped TAM would direct its CMA Director to move forward and look to find what is fair.

By Order of Chair Kinsey, the TAM meeting adjourned at 9:50 p.m.