



**REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS HELD MONDAY, FEBRUARY 25, 2008, AT 9:00 A.M.**

Roll Call

Present: Director McGlashan; Director Adams; Director Arnold; Director Albritton;  
Director Brown; Director Kinsey

Absent: Director Heller

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

No member of the public spoke at this time.

2. Approval of minutes for January 28, 2008.

[January 28, 2008 Meeting Minutes](#)

M/s Director Adams - Director Arnold Recommended Action: Approve.

**Vote: Motion carried 6-0**

**AYES: Director McGlashan; Director Adams; Director Kinsey; Director Albritton; Director Brown; Director Arnold**

**ABSENT: Director Heller**

Director Kinsey noted that at the January 28<sup>th</sup> meeting, Director Albritton had commented that he would like to see a copy of the on-board survey that will be prepared. Director Kinsey requested that the Transit Planning Manager report back during her Oral Report.

3. Board of Directors' Matters.

Director Arnold reported that she has met with Novato residents who reported that they were unaware that the EZ Rider is a service open to the general public not only for seniors. She is looking forward to working on a restructuring of the service to provide later evening service in the coming months.

Director Kinsey noted that the Stagecoach Coastal Route 62 continues to be an underperforming route. He is prepared for staff to propose service changes for this route when appropriate.

Director Albritton reported that he experienced a significant delay when waiting for a Marin local bus with his daughter and her classmates. After reaching the GGT dispatch office, he learned that the bus was going to be late, and the students would need a different way to travel. Director Albritton commented that Marin Transit and Golden Gate need to come up with a better way to provide customer information.



Director McGlashan asked Ms. Van Doren to respond to the Board's request to set up a meeting between Supervisors McGlashan and Kinsey, Councilmember Weiner of Sausalito and the National Park Service regarding the Ft. Baker Shuttle Program.

4. Transit Planning Manager's Oral Report.

[December 2007 Monthly Monitoring Report](#)

[Monthly Monitoring 2007-08](#)

Amy Van Doren responded to the Board's comments. In regards to the on-board passenger survey, Ms. Van Doren reported that Golden Gate Transit has already issued an RFP for the joint surveying effort and responses are due back in the next two weeks. Currently, staff do not know what the on-board survey will look like as it has not yet been developed. However, staff will share a copy of a draft survey when it is available. Ms. Van Doren also reported that she will schedule the Ft. Baker Shuttle meeting.

Ms. Van Doren announced that staff has done further investigation into Marin Transit's fare media options through discussions with MTC and Golden Gate Transit. Golden Gate Transit is now purchasing new fareboxes with magnetic stripe ticket technology, and Marin Transit staff agree that it is important that we have compatible fareboxes infrastructure for our other local fixed-route services such as the Shuttles and the Stagecoach. GGT has plans to discontinue ticket books, and Marin Transit staff are expecting GGT to notify us of their intent to also eliminate Marin local and youth tickets as well. Staff expect to bring this item to the Board for your approval at a future meeting. If Marin Transit is to move forward with such a capital investment, our agency would need to purchase the equipment directly from the vendor at an estimated capital cost of approximately \$200,000. In addition, there would be a \$40,000 annual service cost from GGT to coordinate and distribute any new Marin Transit fare media.

Ms. Van Doren reported that the alternative to this investment is for Marin Transit to wait for Translink implementation. Staff met with MTC on this issue and were informed that Translink would be installed to Marin Transit between 1.5 to 3 years from now and would likely cost \$800,000 to \$1.5M to have our own local passes installed on the Translink system as this constitutes a change order. Staff expect to continue reporting back on the progress of Translink as Marin Transit's implementation timeline becomes sooner.

Director Albritton asked whether Golden Gate was planning to provide magnetic stripe tickets options on their regional and commute routes. It is GGT's intention to provide both magnetic stripe and Translink options for all the routes that they operate.

Director Kinsey noted that Marin Transit will definitely need to implement magnetic stripe technology as Translink is not ready to provide the fare media that we need in an adequate timeline. Director Kinsey wanted to confirmation that Golden Gate is purchasing these new fareboxes regardless of Marin Transit's need for an electronic fare collection system. Ms. Van Doren confirmed that GGT's farebox purchase is not being directed by Marin Transit's fare media needs.



Director Adams wished to confirm that Marin local transit riders will be able to use their local passes on GGT basis routes like the 70/80. Ms. Van Doren confirmed that Marin Transit and Golden Gate will be able to enter into a funding reconciliation agreement with GGT for Routes 10, 70/80, and 40/42.

5. Purchase of Seven Hybrid Buses for Marin Local Service

[Staff Report](#)

M/s Director Adams - Director Arnold Recommended Action: Approve.

**Vote: Motion carried 6-0**

**AYES: Director McGlashan; Director Adams; Director Kinsey; Director Albritton; Director Brown; Director Arnold**

**ABSENT: Director Heller**

Ms. Van Doren reported that Marin Transit has received Prop 1B infrastructure bond funding for these vehicles and wants to purchase hybrid 35 foot buses for Marin local service operated by Golden Gate Transit.

Director Kinsey asked for clarification regarding the Zero Emission Bus (ZEB) bus, a hydrogen fuel cell bus that is currently operating in Marin as part of a demonstration project between GGT and AC Transit. He wanted to clarify that Marin Transit is not currently looking into an investment in the hydrogen fuel cell technology.

One public comment was provided by a staff of ZAP, a Santa Rosa based electric vehicle company. The commenter wished to commend the Board for looking into hybrid vehicle technology but that requested that the Board consider holding off on making a decision about such a purchase until they were made fully aware of the upcoming fully electric vehicle option that is soon to be available for the transit market.

A second commenter, a Novato resident, expressed his thanks to the Board for their consideration of purchasing these hybrid buses.

Director Brown expressed interest in keeping track of the full electric vehicles mentioned by the ZAP commenter but did not advocate for tabling this item. Ms. Van Doren reminded the Board that GGT needs this letter to move forward with the purchase of the hybrid vehicles through the Prop 1B funding allocation process. In addition, Marin Transit uses an approved vehicle price list developed by the Metropolitan Transportation Commission (MTC) to identify the cost of vehicles for use of Federal Transit Administration grant monies.

Director McGlashan proposed that when staff has the ability, it would be helpful to develop a scan of upcoming alternative-fueled vehicle technology and a strategy for Marin Transit's future capital investments.



6. Public Hearing to Consider Provision of Dial-a-Ride Service for Muir Beach

[Staff Report](#)

M/s Director Kinsey - Director Brown Recommended Action: Approve.

**Vote: Motion carried 7-0**

**AYES: Director McGlashan; Director Adams; Director Kinsey; Director Albritton; Director Brown; Director Arnold; Director Kinsey;**

**ABSENT: Director Heller**

Ms. Van Doren reported that staff have been working closely with members of the Muir Beach community through a community process including a local needs survey. Marin Transit committed to develop a transit option for Muir Beach last year, and this Dial-A-Ride service is the result of our collaborative planning process. In the future, this service may shift to a taxi jitney service as a demonstration project from Marin Transit's Taxi Study implementation plan. The primary intention is to serve the residents of Muir Beach and the service area includes curb-to-curb pick up and drop off in the Greater Muir Beach area.

The first commenter read a statement from a Muir Beach resident who was unable to attend the public hearing. The statement included an expression of support for bus service to Muir Beach. The commenter thanked the Board for offering this service and for the plans to use a Prius hybrid sedan for the service. She also asked a clarifying question regarding the parameters of service and coordination for sharing trips. Suzanne Chen-Harding, senior transportation planner, clarified that the scheduling department for the Muir Beach service would provide callers with options for coordinating their desired trip with already booked trips. She commented that she is excited to use the service on the weekends.

The second commenter thanked the staff and Board for offering this new service for Muir Beach, but he has concerns about the eligible service area of a  $\frac{3}{4}$  mile radius from the roadway. There are isolated pockets of lacking transit and paratransit service in the County and he asked the Board to consider providing service to individuals beyond the  $\frac{3}{4}$  mile radius if the vehicle is already traveling in the vicinity and there is unused capacity.

The third commenter expressed support for this service to the Green Gulch Zen Center especially the fact that the service will operate on weekends, as the Stagecoach did not operate near Muir Beach on weekends. She also supported the carrying capacity for bicyclists.

The fourth commenter reported her support of the service but was disappointed that there is no service on Mondays or Tuesdays. She has school aged children who will use this service for getting to Tam High school. The commenter also asked about whether there would be a way to use the Muir Woods Shuttle on the weekends and then use those service hours to expand the weekday service.

The fifth commenter expressed her support of the Dial-A-Ride service as she and her



family recently left Muir Beach and moved to Mill Valley by Tam High School because of the lack of transit previously.

Director Adams asked staff for clarification as to why Mondays and Tuesdays were excluded from the schedule. Ms. Chen-Harding responded that the schedule was developed as part of a collaborative process with the community within our budgetary constraints and the community brought back their priorities for service which included all day weekend service over weekday service. Director Adams also asked for clarification about the vehicles available for the service. Ms. Chen-Harding clarified that the Prius hybrid sedan will be the vehicle used unless additional capacity is needed or a wheelchair equipped van is required. Staff also added that the community is working with staff to develop a way to notify other riders of trips they have booked so as to better be able to share trips together.

Director Arnold asked staff to respond to the second commenter's remark regarding the availability for trips beyond the  $\frac{3}{4}$  mile radius from the roadway. Ms. Van Doren explained that paratransit is a different service in which Whistlestop aims to provide trips beyond the ADA mandated  $\frac{3}{4}$  mile minimum, but the proposed Muir Beach Dial-A-Ride is a different service aimed at providing transit for Muir Beach residents.

Director McGlashan reported that he is working with staff on a Dial-A-Ride service for a portion of the Tam Valley area based on a community survey that was conducted in the Fall. He also reported that the Muir Woods Shuttle is currently hampered from stopping at Muir Beach due to a lack of an ADA compliant bus stop but he and Director Kinsey are working to create a bus stop at Pacific Way. One downside of that service for those in Muir Beach is that mid-day trips are at complete capacity.

Director Kinsey thanked staff and the community for their work on this demonstration project. It is a demonstration of the positive things that a small transit district can accomplish. This program is being funded with West Marin transit funding and will be monitored and evaluated based on productivity and cost-effectiveness.

Director Albritton asked about outreach and getting feedback from riders on the service. Ms. Chen-Harding responded that we expect there will be comment cards available on the Muir Beach service.

Director Adams wanted to clarify that the vehicle will be branded as an identifiable service. Ms. Chen-Harding responded that we will be purchasing magnetic signage for the Prius that includes the Muir Beach Dial-A-Ride service, the telephone number, and the Marin Transit logo.

#### 7. Agreement with Whistlestop Wheels to Operate Dial-a-Ride Service in Muir Beach

##### [Staff Report](#)

M/s Director Adams - Director Brown Recommended Action: Approve.

**Vote: Motion carried 6-0**

**AYES: Director McGlashan; Director Adams; Director Albritton; Director**



**Brown; Director Arnold; Director Kinsey**  
**ABSENT: Director Heller**

No public comments or Director comments were made.

The meeting was adjourned at 9:52 a.m.

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PRESIDENT

ATTEST:

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CLERK

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