MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, OCTOBER 27, 2005
7:30PM

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

**MEETING MINUTES**

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| Members Present: | Steve Kinsey, Chair, Marin County Board of Supervisors<br>Al Boro, Vice Chair, San Rafael City Council<br>Susan Adams, Marin County Board of Supervisors<br>Hal Brown, Marin County Board of Supervisors<br>Charles McGlashan, Marin County Board of Supervisors<br>Cynthia Murray, Marin County Board of Supervisors<br>Paul Albritton, Alternate, Sausalito City Council<br>Peter Breen, San Anselmo Town Council<br>Pat Eklund, Novato City Council<br>Alice Fredericks, Tiburon Town Council<br>Melissa Gill, Corte Madera Town Council<br>Joan Lundstrom, Larkspur City Council<br>Dick Swanson, Mill Valley City Council |
| Members Absent: | Jeanne Barr, Ross Town Council<br>Jerry Butler, Belvedere City Council<br>Lew Tremaine, Fairfax Town Council |
| Staff Members Present: | Dianne Steinhauser, TAM Executive Director<br>Craig Tackabery, Marin DPW Assistant Director<br>Tho Do, Marin DPW Associate Civil Engineer<br>Art Brook, Marin DPW Transportation Engineer<br>Jessica Woods, TAM Recording Secretary |

*Chair Steve Kinsey called the Transportation Authority of Marin Meeting to order at 7:39 p.m.*

## 1. Chair's Report

Chair Kinsey reported that last month there was discussion about the Richmond San Rafael Bridge and MTC's bicycle access study. He did follow up on that issue and noted that staff anticipates reconvening the Advisory Committee. MTC staff will present the work to Caltrans and then that process will move forward through the Commission.

Marin County Transit District will be the beneficiary of a planning grant for enhanced taxi service in Marin. He indicated that he traveled to Washington DC and was present for a discussion in regard to working with the Federal Highways on Nonmotorized Transportation Projects. He added that they will be using State/Federal Highway Representatives will work with each community and they will be convening at the end of this year to hopefully launch that program. The Board of Supervisors will hold an agendized discussion on the process develop the prioritized list of projects over the next six months.

Commissioner Lundstrom discussed the Nonmotorized Transportation Grant and noted that other cites desired to be involved. Chair Kinsey stated that the Board of Supervisors intends to a consultant to lead a public planning process, and to also have a Stakeholder Committee that includes representation from cities and towns, to review the priorities, concepts and different ways to move forward. He reiterated that the intention is to create a public process that will be managed by a consultant that will allow not only the cities, but also a wide range of interested groups to share their interest.

Commissioner Lundstrom requested that TAM representatives be notified about those meetings. Chair Kinsey asked staff to notify TAM in that regard. Dianne Steinhauser, Executive Director, responded in the affirmative.

Commissioner Murray continued to urge staff to get these meetings webcasted. Chair Kinsey responded that webcasting should start in December.

## 2. Commissioner Matters not on the Agenda

None

## 3. Executive Director's Report

Dianne Steinhauser, Executive Director, reported that the Commission was provided with a one-page sheet summarizing the Greenbrae Corridor meeting and an Executive Director's Report with several attachments including the following:

- STIP Fund Estimate Adoption
- Volatility of Material Costs
- Self-Help County Coalition, Focus on the Future
- TLC/HIP Call for Projects
- TOD/PeD Toolkit Outreach to local jurisdictions
- Community Based Transportation Plans
- Safe Routes to School-SchoolPool
- ITS World Congress

Executive Director Steinhauser announced that the November TAM meeting will be held on November 17th and the December TAM meeting will be held on December 15th.

## 4. Commissioner Report

### a. Executive Committee

Chair Kinsey noted that the draft Minutes of the Executive Committee are provided in their packet for TAM's consideration.

Commissioner Lundstrom suggested a correction to the Minutes in regard to the RM2 funds and the Sir Francis Drake project, as follows: *"Staff have been talking with the City of Larkspur about the ability to find local funds and they found it difficult to find additional funds because the City already put in $225,000."*

### b. Marin-Sonoma Narrows Policy Advisory Groups

Commissioner Murray had no report.

c. **SMART**

Vice Chair Boro reported that SMART held its monthly meeting on October 19th in Santa Rosa. They discussed the RFQ process for Santa Rosa Railroad Square and three teams were picked to move the next stage. Also, the environmental impact report (EIR) is still not published and they hoped to view it in the near future. They further agreed to extend the response period to 60 days or to the 15th of January.

Commissioner McGlashan added that staff did a great job laying out all the different criteria in regard to expertise, providing affordable housing, infill qualifications, green building techniques, and experience with similar projects, and they received phenomenal qualification statements. He was very impressed with the screening techniques used and the quality of firms that responded. He further stated that apprenticeship programs, union mentoring, living wage criteria were all included.

The item was opened to the public.

Karen Nygren, Marin resident, noted that the Marin Sonoma Narrows Planning Advisory Group meeting did take place for the Marin Sonoma Narrows. She reported that it was very interesting to see the various alternatives, particularly with the Redwood Landfill. She added that major decisions would be taking place that will impact the entire County. She suggested that Caltrans be requested to make a presentation to TAM in the near future in order for all to understand.

The public input was closed.

**5. Consent Calendar**

a. Approval of TAM Minutes of September 22, 2005
b. Bylaws for the Technical Advisory Committee - Approve the bylaws for the Technical Advisory Committee.
c. Bylaws for the Citizen Oversight Committee – Approve the bylaws for the Citizens' Oversight Committee.
d. Approve the2006 Meeting Schedule.
e. Regional Measure 2 Project Allocation for Sir Francis Drake Boulevard Widening Construction, Amendment to Cooperative Agreement 2005-02 with the City of Larkspur – Approve the Initial Project Report Update; Approve Resolution No. 2005-13; and Authorize the Executive Director to execute the Funding Agreement Amendment after the MTC allocation is approved.

Chair Kinsey thanked all TAC members for being present. He then discussed the TAC bylaws, and noted that he received some comments about the scope of responsibilities for the TAC. Overall the Commission wants to better understand the individual responsibilities of the lead agency on local as well as regional roads. He noted that staff will be presenting more specific information in order to understand who has the recommending authority and when would TAM get involved with decisions for local as well as regional roads, which must be clear.

Commissioner Adams discussed Item 6.5 of the TAC bylaws and requested that the minutes, agenda, and attachments be posted on TAM's website.

Commissioner Gill requested that Consent Calendar Item 5.e. be pulled for further discussion.

Chair Kinsey asked for a motion.

**Commissioner Murray moved and Commissioner Fredericks seconded, to approve the Consent Calendar Items 5.a, b, c, d. Motion carried unanimously by TAM.**

**5e.** Regional Measure 2 Project Allocation for Sir Francis Drake Boulevard Widening Construction, Amendment to Cooperative Agreement 2005-02 with the City of Larkspur – Approve the Initial Project Report Update; Approve Resolution No. 2005-13; and Authorize the Executive Director to execute the Funding Agreement Amendment after the MTC allocation is approved.

Commissioner Gill pointed out that the description for Project No.11.1 regarding the Highway 101 Greenbrae Interchange/Corridor Improvements has not been updated to extend the project area to include the Tamalpais Drive overcrossing. Also, Larkspur contributed $225,000, but it shows that Larkspur would be reimbursed $100,000. She asked Commissioner Lundstrom if that is an accurate statement. Commissioner Lundstrom responded that is not her understanding and it must be an inconsistency in the document.

Commissioner Gill expressed concern for approving the Initial Project Report (IPR) if it has not been updated. Chair Kinsey pointed out that on Page 54 of the packet, under Project Description No. 11.1, it discusses south of Tamalpias Drive to Sir Francis Drake. Chair Kinsey noted that the intention is to ensure that the Project Description encapsulates the Tamalpias Drive safety improvements. Commissioner Gill desired consistency. Executive Director Steinhauser agreed to review and modify.

Chair Kinsey noted that there might be some minor changes to the IPR, so it might have to be adjusted. He did not believe the Commission would have an objection with the minor adjustments as long as the substance is that they are fully funding Sir Francis Drake widening as part of the Segment 2 101 HOV Gap Closure project. TAM agreed.

**Commissioner Gill moved and Commissioner Fredericks seconded, to approve the Initial Project Report Update as amended; approve Resolution No. 2005-13; and authorize the Executive Director to execute the Funding Agreement Amendment after the MTC allocation is approved.**

The item was opened to the public.

David Schonbrunn, TRANSDEF, discussed the cost overrun, and urged the Commission to set an agenda item for a future discussion. If cost overruns are accepted and funded, the immediate implication is that the projects that move forward first are funded and those last are not funded. He further recommended a comprehensive policy to deal with that issue.

Karen Nygren, Marin resident, indicated that she is very pleased that this is moving forward, but noted that the Ross Valley commuters that come through Sir Francis Drake Boulevard traveling west to east are not really addressed in the improvements. She further desired to know how the traffic would be improved from that direction.

The public input was closed.

**Motion carried unanimously by TAM.**

**6. Adoption of Marin County 2006 State Transportation Improvement Program (STIP) Nominations**

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM adopt the attached Resolution and request MTC forward Marin's RTIP priorities to the CTC; and authorize the Executive Director to work with the CTC, MTC and Caltrans to implement the priorities contained in the 2006 RTIP proposal and to make minor adjustments to funding amounts.

Commissioner Adams discussed landscaping on the east side of the east wall in the Puerto Suello Hill segment of the 101 HOV Gap Closure, and asked staff when that project would be completed. Craig Tackabery, DPW, Assistant Director, responded that a project was funded 20 years ago, then disappeared. As part of the sales tax expenditure plan, TAM provided funding. Since that time, the City of San Rafael was able to receive a grant. The project is being designed by the City of San Rafael and should be constructed shortly.

Commissioner Adams asked staff if these funds would be at risk if Prop 76 passes. Executive Director Steinhauser responded that Prop 76 provides some protection to Prop 42 funds. Commissioner Adams noted that the Governor is already trying to pull the plug on some of the funds and she expressed concern for the funds being affected if Prop 76 were to pass. Executive Director Steinhauser responded that there are mixed benefits in terms of transportation funding and protecting those funds, but regardless of Prop 76, there will be a very strong movement that Prop 42 funds come back to transportation.

Chair Kinsey noted that MTC took a position to oppose Prop 76, and that there are definitely concerns raised in terms how the proposition is written.

The item was opened to the public.

David Schonbrunn, representing, TRANSDEF, noted that Item 8b has a problem in terms of financing and requested that the Commission hold off on voting on this item until Item 8b has been heard in order to consider a comprehensive solution.

The public input was closed.

Chair Kinsey discussed the issue of the Transit Center in Novato and that he is concerned that the City of Novato currently has two stops planned for SMART. He wanted to make sure that TAM is investing in a new transit facility that they get the correct location. He stated that the location proposed is in the vicinity of the Old Nave Lanes. He is very supportive of the use of the funds.

Commissioner Murray stated that the transit center is essential to improve the bus system within Novato and the southern connection will be much more advantageous, so they are very interested in having a transit center closer to Ignacio Boulevard. She added that there is no harm at looking at the other sites.

Chair Kinsey asked for a motion and acknowledged that it may potentially be part of a solution to the discussion under Item 8b.

**Commissioner Murray moved and Commissioner Eklund seconded, to adopt the attached Resolution and request that MTC forward Marin's RTIP priorities to the CTC; authorize the Executive Director to work with the CTC, MTC and Caltrans to implement the priorities contained in the 2006 RTIP proposal, and to make minor adjustments to funding amounts. Motion carried unanimously by TAM.**

## 7. **TE Reprogramming**

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM adopt the TE Reprogramming as recommended by staff, in the years shown in Table 3; and agree to grandfather a County TE project totaling no less than $83,000 into the County TLC/HIP program.

Chair Kinsey asked for a motion.

Commissioner Murray moved and Commissioner Adams seconded, to adopt the TE Reprogramming as recommended by staff, in the years shown in Table 3; and agree to grandfather a County TE project totaling no less than $83,000 into the County TLC/HIP program. Motion carried unanimously by TAM.

## 8a. **Highway 101 Gap Closure Projects**

Connie Preston, representing, Vali Cooper Consultants, provided a status report to TAM. She pointed out that Segment 2 bikepath is open and a press release was sent out yesterday. Bid opening for Segment 3 is scheduled for December 13th. In regard to Segment 4, the cost estimate has increased and the difference would come out of STIP. In regard to the Segment 4 bikepath development, they continue to refine the alternatives and also work out the conflict with environmental mitigation sites. Some alternate sites were identified that look hopeful. They are working very closely with Caltrans, City of San Rafael and the County. Also, in terms of the Segment A soundwall, there will be a meeting scheduled on December 8th to review the aesthetics, materials and sound absorption.

Commissioner McGlashan assumed that mitigation is being worked out with the Water Quality Control Board. Executive Director Steinhauser responded that the east alignment for the bike path is being discussed and design details are being reviewed, which will be discussed under Item 9.

Commissioner Gill pointed out that language must be changed to state, *"Corte Madera Creek"* rather than *"Corte Madera."* Executive Director Steinhauser agreed.

Vice Chair Boro asked the consultant to discuss the schedule on public information related to Segment 3 with respect to the business community. Consultant Preston responded that they are planning on attending the Executive Committee meeting on November 9th to present the Public Relations Plan for the community because it is currently being refined.

The item was opened to the public.

Patrick Murphy, Marin resident, representing, San Anselmo Noise Abatement Committee, offered his help and expertise regarding sound abating materials. He would be willing to help the consultant work through these matters and to provide down to earth language in order for the public to better understand. Also, he has developed a few cost effective means of mitigating the noise with respect to the highway, which he agreed to share with TAM if desired.

The public input was closed.

## 8b. **SMART Soundwall Relocation Funding Agreement**

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM give serious consideration to not entering into an agreement with SMART for TAM to agree in the

environmental, design, and construction packaging activity necessary for the relocation of the soundwall.

Executive Director Steinhauser pointed out that the last two quarters of the fiscal year is when Caltrans is working their hardest and this change will be nearly impossible to complete on time and incorporate into the highway project.

Vice Chair Boro noted that the over arching priority is not delaying the Gap Closure. He pointed out that the soundwall could be as high as 26 feet and he is not sure how those would feel about having such a high wall in their backyard. Also, there is an alternative of adding absorption material to the soundwall on the west to address train noise. This Agency and SMART all stated that they would build the new soundwall the right way, which seemed to move it to screen the train and traffic. If they go with the recommendation, there is no way SMART could build another wall to screen the train from adjacent properties.

Chair Kinsey stated he had several comments, and would list them in order of importance. First, the most important issue is that the soundwall is not necessary for SMART. He added that SMART is not intending to build soundwalls to address the issue of running a rail program. Also, critical to all of us is that they not slow down any efforts to complete the Gap Closure project and that is of great importance. There also is a concern as to whether the community would be prepared to accept the consequences of this taller wall constructed on the western side closer to several properties. Another factor is what would be the impact on TAM for the $800,000 that they would be waiting. This is not a driving force in his view about what makes sense to move forward. He further supports staff that it did not appear to make sense to enter into an agreement with SMART at this time.

Commissioner Adams pointed out that TAM is not sure what the soundwall needs are because there is no SMART EIR, so there are assumptions, but no document to determine the need. Also, the staff report indicated that they are already $4 million over cost, so she has a concern about lending money from any source if there is not a confirmed place where that money would come back. She did not believe TAM should take that financial risk. She also expressed some disappointment that there never seemed to be the ability for all agencies involved to be able to coordinate this planning process and now they are rushing to make this decision. Finally, she hopes that they will find the right way to address the noise issues. She further believed these issues would be addressed once they receive an EIR from SMART, but she would support the decisions as noted by Chair Kinsey and staff.

Commissioner Swanson noted that Mill Valley did extensive community outreach for a soundwall, and the neighbors and community at large objected to the height of the soundwall. Location is a key deciding factor because people are very concerned.

Commissioner Eklund stated that people do not want the completion of the carpool and bus lane delayed one day. If the project can be expedited then they should do so. Also, in relation to staff's discussion about increased cost, if the project goes out they might be able to lower the costs that were presented by the consultant. She feels very strongly that the people of this County do not distinguish different sources of money. They see transportation money and if this organization were to enter into an agreement with SMART it would cause a lot of mistrust and would not be in TAM's best interest. Also, there is no guarantee that SMART can reimburse the funds by the September 1st deadline because there is not a dedicated source of money. She expressed concern for the source of funding if the SMART measure fails. Lastly, in regard to noise, she agreed that in her experience of doing a combined EIS/EIR that they must look at the impacts associated with any type of project and noise is an impact associated with trains. She further noted her support for staff's recommendation.

Commissioner Murray stated that no one constructs soundwalls for trains and she felt this would set a precedence and cause future costs. She did not know the legalities of loaning money with the idea that there is no way to get reimbursed, there is a need for definite ability for repayment, interest and timing.

Commissioner Breen believed SMART and TAM staff worked very hard on this process. At the last SMART meeting it was discussed that and the entire Board worked very diligently to look for sources of funding and all sources did not work out. He then recommended that TAM move forward and SMART move forward.

Vice Chair Boro stated that SMART did not plan to build soundwalls and SMART voted to proceed. There had been an understating that if there was to be a new wall that it would be built in the best location.

The item was opened to the public.

Lillian Hanes, General Manager, SMART, explained that when SMART sent the letter to Caltrans in 2003 requesting that the design be considered, they understood at that point that they did not have construction dollars. In 2003 the SMART Board directed staff to take action on the funds that they did have, and they amended their consultant contract to do the preliminary engineering and environmental analysis of the relocated soundwall, which will be included in the EIR along with an impact analysis. They proposed this consistently since 2003 because they believe that it is an environmentally superior alterative. Also, there is an opportunity to locate the wall in the most logical and most protecting location for the community, and they still believe the alternative is environmentally superior. The SMART Board did not want to see the Gap Closure project stopped or delayed. She further added that it was very difficult without engineering money and construction dollars.

David Schonbrunn, representing, TRANSDEF, asked Caltrans in 1994 to include a soundwall to the west of tracks and Caltrans did not take his comments into consideration at that time or now. The soundwall relocation is a part of the Gap Closure project. The Gap Closure project includes moving the rails and if SMART concludes that it wants a soundwall that means that it must be part of this Gap Closure project. Specifically, when Caltrans did its analysis in its Gap Closure report it did not think of SMART as an operational train. This situation requires further environmental review to look at the impacts of a train along side the highway. Also, regardless of whether SMART passes a sales tax measure in 2006, eventually he is convinced that there will be rail service between Marin and Sonoma. When that occurs, it is not possible to install a wall west of the railroad tracks if there is an east wall built. The decision being made tonight has a 50 to 100 year impact. He noted that the STIP priorities provide TAM at the very least a method of getting past the issue of identifying dollars to be used to get the design done, and after that possibly the construction, with the understanding that SMART would reimburse TAM. He strongly urged TAM to review this matter in more detail. He further stated that there is no 26-foot high segment of the soundwall and TAM should specially ask SMART the kind of heights involved.

Lina Ruppenthal Murphy, Neighborhood President, desired protection of her neighborhood. She stated that the Gap Closure project has been approved through Measure A as well as noise mitigations, so they must move forward. The Gap Closure project is the number one priority. She stated that SMART new about the relocation of the noise barrier in 2003, now SMART wants to borrow K money from TAM, which she opposed. She added that the voters approved Measure A because it had nothing to do with the train. There is no guarantee that the loan would be paid back. There are no monies and as voters, the train has not been approved. The train is a separate project with a separate EIR and that in itself

will conclude about the soundwalls. She further added that they are emphatic about having a soundwall on the east side of the tracks.

Patrick Murphy, representing, Federation of San Rafael Neighborhoods, stated that the noise barrier was constructed in 1987 and has been reflecting noise for over 20 years. The noise study indicated 75 decibels on each end. They worked hard to get Measure A passed and no one wanted a train. Measure A was passed and they must stay true to the people that supported the noise issue and the 101 Gap Closure project. If SMART can do it within the timeframe, fine, if not, then they must deal with the community. He did some research and there is a product called S*oundfighter,* that could be moved if needed and the real advantage is that it has a double-sided application. He recommended moving forward as planned as long as it is not cinderblock.

Walter Straykosch, concerned resident, said SMART plans to build a 70-mile suburban rail line and the soundwall addresses two functions, efficiency and safety. If the track is inside a safety wall there is no chance of intrusion by small children. If inside the soundwall it becomes more efficient to cut off some of the running time from Cloverdale to Larkspur. He pointed out that in ten years there will be 100,000 more people in Marin and Sonoma County, so the issue would change from moving cars to moving people in the most efficient manner. He asked TAM to take this into consideration in regard to the soundwall. He pointed out that more than one train would run, so the train would be annoying, and asked TAM to consider very carefully how this matter is decided because a long range point of view should be considered.

Mike Arnold, Novato resident, endorsed staff's recommendations. He then stated that there is 70 miles of property owners against this rail, and property owners care about noise, and buyers of properties care about noise. Property owners will be negatively impacted by noise and the value of their equity is a concern.

The public input was closed.

Chair Kinsey asked for a motion.

Commissioner Lundstrom moved and Commissioner Eklund seconded, to not move forward with the agreement with SMART at this time. Motion carried by a 12:1 vote with Vice Chair Boro opposed.

9. **Approval of Amendment No-C-FY04/05-001.1, Budget Amendment**

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM approve the First Addendum to Agreement between TAM and Nolte Associates, Inc., for additional on-call support services in the amount of $385,000 for the environmental clearance and preliminary engineering necessary for the bicycle/pedestrian path including in the Highway 101 Gap Closure Segment 4 project. The new not-to-exceed contract total is $1,745,000.

Chair Kinsey asked for a motion.

**Commissioner Eklund moved and Commissioner Lundstrom seconded, to approve the First Addendum to Agreement between TAM and Nolte Associates, Inc., for additional on-call support services in the amount of $385,000 for the environmental clearance and preliminary engineering necessary for the bicycle/pedestrian path including in the Highway 101 Gap Closure Segment 4 project.**

Commissioner Adams asked staff for clarification in regard to the alignment of Los Ranchitos Road as part of this project. Assistant Director Tackabery responded that the Los Ranchitos Road would be pushed westerly and cut into the hill and there will be a Class 1 path between Los Ranchitos and the freeway.

Executive Director Steinhauser intended to work over the next six weeks to further define the path and its detailed design elements and then bring it back at the December 8th public meeting when discussing the soundwall features. She will bring the matter back to TAM in December and provide a summary of the path design, public comments and ask for further funding to continue the design and finalize the construction packaging.

Commissioner Eklund asked staff what must be done to expedite the bid for the HOV completion, so that they can go out in March rather than September. Executive Director Steinhauser responded that Nolte Associates are ready to move forward and they are looking at a schedule that would complete public input, design and construction packaging by March 1, with Caltrans providing oversight. Staff added that this will enable Caltrans to incorporate this into the Gap Closure project and funding will be subject to further discussion.

**Motion carried unanimously by TAM.**

10. **Caltrans Report**

Chair Kinsey referred to the District 4,2006 SHOPP included in the packet, announced to the Commission that if there is any project that the Commission desired more information on to contact Executive Director Steinhauser.

Doanh Nguyen, representing, Caltrans, noted that he is present to answer any questions. Chair Kinsey thanked Mr. Nguyen for attending the TAM meetings.

*Hal Brown excused himself from the TAM meeting at 9:36 p.m.*

11. **Marin County Transit District Status Report on Short Range Transit Plan**

Amy Van Doren, representing, MCTD, provided TAM an update.

Commissioner Breen asked staff if they looked at getting the best price for transit services, and asked if TAM would receive an analysis of the cost effectiveness of their current contract versus other options. Ms. Van Doren responded that MCTD did not own any buses. The length of the interim agreement with Golden Gate Transit was very short. They looked at a scan of what they would expect to pay and the contract rates it is in the ballpark. There is a whole range of issues involved in determining who the service provider.

Commissioner Breen wanted TAM to have an understanding of the hourly rate and it would be useful to review comparisons across the country. Chair Kinsey noted that the consultants have done comparisons and there are a number of considerations that must be taken into account. He added that the opportunity for the kind of review and comparison that Commissioner Breen desired could be provided to the Joint Committee between TAM and the Transit District. Also, Transit District Directors have been kept apprised of the considerations in selecting the most cost effective provider when they move forward.

Commissioner Swanson asked if the SRTP would look at any options in terms of a provider. Ms. Van Doren responded that the SRTP did not cover choosing a provider, but it looks at a mix of services that MCTD would be providing.

Chair Kinsey stated that the opportunity exists for Commissioner Breen to view the comparative issues, price is one factor, and availability of buses is important, as well as other Federal requirements for the use of Federal dollars.

The item was opened to the public.

David Schonbrunn, representing TRANSDEF, believed the report provided tonight represents new information. He agreed with Commissioner Breen's question and expected a report that analyzed the District's options. Chair Kinsey pointed out that it is the Transit Districts responsibility to develop a Short Range Transit Plan and TAM has the responsibility of reviewing and approving that plan.

Rocky Birdseye, representing, Marin Center for Independent Living, thanked MTCD and TAM for moving forward with the accessible taxi study, which will work in conjunction with the SRTP. He explained that there may be areas where those who use Paratransit now, will have non-mandated service with the SRTP service changes. MCIL would like to see those individuals grandfathered,and it is their understanding that there may not be that many. Also, in the future, to reduce MCTD cost, he recommended following a program that is used in Seattle. He explained that when Seattle Transit retires their Paratransit vehicles they are donated to community-based organizations. He hoped to work with the MCTD to reduce the cost and put more money back in fixed routes.

The public input was closed.

Commissioner Albritton voiced his concern in the SRTP and possibly looking for local incentive service. He is very concerned that a contract will be adopted with a financial constraint that eliminates their ability. He understands the process, constraints, cost and timing, MCTD may need to make that SRTP respond to what was promised to the voters.

## 12. **TAM Website and Webcasting of Tam Meetings**

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM review the TAM website presented by CirclePoint; direct staff to proceed with plans to launch the site in early November; review the webcasting opportunities presented by CirclePoint; and direct staff to initiate a phased approach to implementing the webcasting capabilities, with initial implementation of live streaming video of TAM Board meetings to begin in December 2005.

CirclePoint representatives provided a brief presentation on how the new site would function, as well as the live webcasting feature for the Commission's consideration.

Commissioner Fredericks asked if this has capabilities for interaction in regard to instant messaging. Chair Kinsey responded that this would not be an interactive program, but there would be live webcasting as well as archives for review.

Commissioner Murray desired a few dry runs before broadcasting.

Commissioner Lundstrom expressed concern for the cost. She recommended moving slowly and assess the benefit in order to use staff appropriately.

Commissioner Albritton stated that having the agendas and minutes online is very helpful and noted his support. He then recommended using images related to Marin transit rather than the Golden Gate Bridge. TAM and staff agreed.

Commissioner Adams noted that County staff has been working on webcasting since May, so several issues have been worked out. Also, she received very good feedback from the community about being able to watch the meetings, and to be able to view the associated documents.

Commissioner Eklund agreed with webcasting because the public would be better educated and that is a benefit. She agreed with Commissioner Albritton to use Marin related images. She is very impressed with BART's website and asked staff if TAM's website could be similar. Circlepoint representatives responded that links are included to the various transit agencies as well as www.511.org.

Commissioner Fredericks believed having agendas, staff reports and minutes online is very important. She did express concern for the cost of video archiving because they can be enormous files.

Commissioner Murray indicated that the Board of Supervisors not only is webcasting their meetings, but also downloading the meeting to a disc and sending it to Comcast to be broadcasted for those that do not have access to a computer, which could be considered by TAM in the future.

Chair Kinsey asked for a motion.

**Commissioner Albritton moved and Commissioner Eklund seconded todirect staff to proceed with plans to launch the site in early November and to direct staff to initiate a phased approach to implementing the webcasting capabilities, with initial implementation of live streaming video of TAM Board meetings to begin in December 2005; and to include the suggestions and comments made tonight.**

The item was open to the public.

Karen Nygren, Marin resident, noted that some radio and television stations have live webcams, which could be linked at a minimal cost.

The public input was closed.

**Motion carried unanimously by TAM.**

13. **Merit Hearing on Amendments to Administrative Code Ordinance**

Chair Kinsey announced that the merit hearing on amendments to administrative code ordinance would be continued to the next meeting in order for additional adjustments to be made.

14. **Resolution Adopting Conflict of Interest Designations**

Craig Tackabery, Assistant Director, recommended continuing this matter to the next meeting. TAM agreed.

15. **Summary of 2005 State Legislative Session**

Craig Tackabery, Assistant Director, summarized the 2005 State Legislative Session for TAM's consideration.

The item was opened to the public.

Rocky Birdsey, representing, MCIL, found it very ironic that the Governor would veto the three Bills described. They looked forward to the future in regard to SCA4, SCA7 and ACA11, which are constitutional measures to protect roadways and transportation monies. He then discussed spillover revenue, and stated the half of that money would go to transit, and with the huge rise in gas prices that fund should be excessive. He further encouraged those to lobby to insure that the spillover money flows to vehicle transit.

The public input was closed.

Executive Director Steinhauser stated that these Bills would come back next year for the registration increase.

16. **Committee Appointments**
    a) Technical Advisory Committee (TAC)
    b) Citizens Oversight Committee (OC)

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM appoint Chris Lang and Mike DiGiorgio to TAC; and continue to actively solicit nominations for the TAC and OC and fill any remaining vacancies at a future meeting when applications are received from nominating organizations.

Chair Kinsey asked for a motion.

**Commissioner Murray moved and Commissioner McGlashan seconded, to appoint Chris Lang and Mike DiGiorgio to TAC; and continue to actively solicit nominations for the TAC and OC, and fill any remaining vacancies at a future meeting when applications are received from nominating organizations. Motion carried unanimously by TAM.**

17. **Suggestions for Future Agenda Items -** None

18. **Open Time for Items Not on the Agenda -** None

*Chair Kinsey adjourned the TAM meeting at 10:14 p.m.*