

I am happy to provide a report on the work of the Transportation Authority of Marin (TAM), a County organization that is well managed, fiscally sound, and operates with active public involvement. While there are significant challenges ahead, we can celebrate some key transportation accomplishments over the past decade.

Most significantly, we brought together the entire community to define a vision for our County's future that emphasized bus, rail, biking, and walking, while also maintaining existing roads and completing 101 carpool lanes. The corresponding investment plan was approved by voters in 2004, and added to in 2010. Collectively, this self-help effort provides over \$20 million annually. One cannot overstate the importance of these local funds for helping us meet our transportation goals.

Local funding has protected core transportation needs and enabled award-winning innovation. It has been essential for local bus service, helped improve major roads, and expedited completion of the monumental carpool gap closure through central Marin. Our nationally recognized safe routes to school programs and improved biking and walking benefit from these dollars, too. Seniors and disabled benefit from accessible taxis and other unique programs that help them get around. We are at the forefront of the region's climate change fight through electric vehicle promotion, ridesharing, and other commuter assistance.

Marin lies within a region that ranks as one of the most congested in the nation. That's why we're still directing our State funds to make Highway 101 safer and more advantageous for buses, vanpools, and carpools. Dangerous situations at the Redwood Landfill, the Blithedale exit, and the 580 interchange have been eliminated. We continue working to reduce conflicts in the Greenbrae Twin Cities area as well as through the Narrows. We are also investing in better traffic management, freeway service patrols, and ridesharing programs to increase highway performance.

The regional SMART commuter rail will be an important part of our transit future for many who get stuck in freeway traffic. Making that rail investment worthwhile over time is dependent upon communities along the line increasing both commercial and residential activity around the stations. This troubles some who consider transit-oriented development to be unsafe or detrimental to surrounding property values. We must keep working together to plan carefully so those fears don't come true.

We have strived to insure that TAM serves all our communities, regardless of size or income. By engaging disadvantaged communities directly, Marin City has better access to healthcare, and Canal residents have more bus service, including shuttles to their children's school. We have also helped smaller towns deliver their priority projects by providing timely grants and funding advances. Pathways in Ross, bikeways in Fairfax, and soundwalls in Novato each illustrate our success. Rural residents have the Stagecoach where no transit previously existed. The Muir Woods

Shuttle is reducing impacts on Tam Junction neighborhoods while improving the visitor experience.

Looking forward, TAM's transportation efforts need to focus on several key areas. We must work to maintain and improve our existing roads for all users. We need to expand transit services countywide. We also need to support and invest in communities that embrace transit-oriented development.

Given the retreat of federal and state funding, TAM needs to begin pursuit of more local funding soon. Patience, perseverance, and public participation have served us well getting to this point. I encourage the next generation of transportation leaders to continue on that path. Though challenging, they will find great reward in keeping Marin moving.

*Steve Kinsey is a member of the Marin County Board of Supervisors. He has served as chair of Marin's transportation agency since 1999.*