

Citizens' Oversight Committee

Transportation Authority of Marin

Twelfth Annual Report
Fiscal Year 2015-2016
July 1, 2015-June 30, 2016

Making the Most of



Marin County Transportation Dollars



TAM & COC Member List

The Transportation Authority of Marin (TAM) is a joint powers authority comprised of Marin's 11 cities and towns and the County of Marin. The TAM Board of Commissioners includes the five members of the County Board of Supervisors and an elected official from each city and town. TAM administers the expenditure plans for both Measure A, the 20-year 1/2-cent Transportation Sales Tax, and Measure B, the \$10 Vehicle Registration Fee. Both revenue sources are dedicated to transportation projects and programs in Marin and were approved by the Marin voters. TAM also serves as Marin's Congestion Management Agency (CMA) and is responsible for coordinating funding for many of the transportation projects and programs in the County.

Please visit www.tam.ca.gov for the most current information on TAM's projects and programs.

Current COC Members:

Members / Alternates

V-Anne Chernock (Chairperson)
 Peter Pelham (Vice-Chairperson)
 / Monique Broussard
 Robert Burton / Jayni Allsep
 Joy Dahlgren
 Paul Roye
 Scott Tye
 Allan Bortel / Rocky Birdsey
 Pamela Gach / Kay Noguchi
 Kate Powers / Nancy Okada
 Vince O'Brien
 Paul Premo
 Vacant

Representing

Northern Marin Planning Area
 Major Marin Employers
 Southern Marin Planning Area
 Central Marin Planning Area
 Ross Valley Planning Area
 West Marin Planning Area
 Marin County Paratransit Coordinating Council
 League of Women Voters
 Environmental Organizations
 Bicyclists & Pedestrians Groups
 Taxpayer Group
 School Districts



From the COC Chairperson



The Citizens' Oversight Committee (COC) is charged with reviewing financial procedures and the expenditure of funds generated by Measure A (a 20-year, 1/2-cent Transportation Sales Tax) and Measure B (a \$10 Vehicle Registration Fee). The Committee includes 12 member seats representing geographic areas and interest groups in Marin County. Committee members provide a wide variety of skills in finance, public policy, community outreach, and transportation management. Membership consists of both recent appointees who bring fresh ideas to the group and long-standing members who provide continuity to our efforts.

During this past fiscal year, the COC reviewed both TAM's Measure A Sales Tax and the Measure B Vehicle Registration Fee related expenditures, and verified that they are in accordance with the

requirements of the Expenditure Plans. The Measure A Sales Tax has finished its 11th year of full revenue collection out of its 20-year life. It is now time for TAM to start thinking about how and when to ask the voters to renew the sales tax so we can maintain this critical local funding source and continue Marin's transportation successes. The COC will be a key part of this effort and will be reaching out to all citizens for your opinions and input.

I want to thank Committee members and alternates as well as TAM staff for their time and effort in helping the Transportation Authority of Marin achieve the goals set out by the voters of Marin.





A Thank You Note from *College of Marin*

I wanted to write a letter of thanks for one of your crossing guards – I know his name is Joe and he is at the intersection of Sir Francis Drake Blvd. and College Ave. in Kentfield every day without fail. I wanted you to know how important and valuable he is!

This is an excerpt from my Blog. His positive spirit inspired me to write about how much difference one person can make in so many lives:

"I think of the same thing every morning when I walk to work: how much influence one person's actions can have on your day and well-being. I live and work in a neighborhood with several schools: high schools, elementary schools, and the community college that I am employed by. We have a very large, busy intersection that handles students at all levels who are walking to school, and thank goodness we have an amazing crossing guard who is literally saving lives every day by doing his job. And for that – I am thankful.

"But the even bigger gift that this 40-something year old man gives to so many every day is his amazing attitude and genuine positive spirit. Each and every person who crosses his path gets either a high-five, a "GOOD morning!" or a "Are you going to have a



Diane Traversi

Dean of Enrollment Services



GREAT day today?" Whether it be a shy seven year old boy racing to make the bell at school or an elderly woman in her motorized wheelchair out walking her poodle. Even me – a middle-aged woman whom he sees every day and sometimes twice a day – we all get the crossing-guard love.

And you know what? Every person he greets walks away with a big smile on their face, including me, and a better start to their day for having encountered him. What a gift to all those kids on their way to the pressures of daily school life! They seriously cannot be paying that guy enough for the lives he is changing and impacting with his simple daily greetings and positive words!

Every day I think about how lucky I am to be in his path and have often thought about writing a blog about him and his powerful presence. That started me thinking about the popular phrase: "Never underestimate the power of...". And it's true – sometimes the simplest things make the biggest impact and that's important to remember because we are all capable of small actions that make a difference."





Strategy Highlights

Strategy 1: Local Bus Transit System

Marin Transit manages eight contracts to provide local fixed-route bus and community shuttle services, rural transit services (the West Marin Stage), the seasonal Muir Woods Shuttle, the Novato Dial-A-Ride program, and transportation programs and services for seniors and disabled people. Marin Transit expended \$11.6 million in Transportation Sales Tax revenue to support local transit operations and capital programs in FY2015-16 (July 1, 2015 to June 30, 2016).

For more information about Marin Transit services, please visit www.marintransit.org



Strategy Highlights



Highlights of 2015-16 Marin Transit Activities

More than 3.3 million trips were taken on Marin Transit buses in FY2015-16. In June 2016, Marin Transit expanded regular fixed-route service by nearly 20 percent, the largest service increase in the agency's history. This expansion added service frequency, new express routes, and more direct connections for local transit riders. Additional highlights of 2015-16 Marin Transit Activities include:

Launched the College of Marin (COM) Card partnership providing free local transit to all COM students and adding an all-day express route (Route 122) between San Rafael and College of Marin

Implemented a weekday service on the Muir Woods Shuttle

Added shuttle services to the rural communities of Pt. Reyes Station, Tomales, and Dillon Beach

Worked with local school districts to expand and pilot new yellow bus school services

Completed a comprehensive study of home to school student transportation service in Marin County

Purchased 11 new, full-size hybrid buses for use in local transit service

Finished the design of a new Downtown Novato Bus Stop located on Redwood Boulevard



Strategy Highlights

Strategy 2: The Highway 101 Gap Closure Carpool Lane Project was successfully completed in December 2010.



Strategy 3: Local Transportation Infrastructure

Strategy 3 funds improvements to our local road system to accommodate vehicle, bicycle, and pedestrian traffic and safety needs.

Major Roads Category

Miller Avenue in Mill Valley:

The Miller Avenue Project extends from Sunnyside to Almonte — approximately 1.8 miles. Main components of the Project include establishing a continuous bike lane from Sunnyside to Almonte, sidewalk repair and widening in some sections, improvements to bus shelters, and improvements to drainage and the pavement.

In October 2014, following completion of 30 percent design plans, the Mill Valley City Council confirmed project funding and approved an implementation plan for the Project. In November 2015, the City Council reviewed the 60 percent design plans, approved the Initial Study/Mitigated Negative Declaration, and approved working toward the 90 percent design plans. In March 2016, the Mill Valley City Council approved final design and authorized release of the construction-related Request for Proposals. A construction contract was awarded in May 2016 and construction began in June 2016. Construction is expected to be completed in the Fall of 2017.



Strategy Highlights



Novato Boulevard in Novato:

The Novato Boulevard Improvement Project is designed to enhance the safety and usability of a 2.8-mile section of this busy roadway. The project has been divided into three segments, of which segments 2 and 3 have been completed:

Segment 1 Widening the existing two-lane street to four lanes between Diablo Avenue & Grant Avenue

→ Status: In progress. Estimated start of construction: 2018-2019

Segment 2 Pavement rehabilitation, minor signal upgrading and upgrading of ADA amenities, from Grant Avenue to Eucalyptus Avenue → Status: Complete

Segment 3 Pavement rehabilitation from Eucalyptus Avenue to San Marin Drive

→ Status: Complete

In 2015, the City of Novato entered into contract with a new consultant team to update the Draft Environmental Impact Report (DEIR) for Segment 1 and anticipated having an updated administrative document available in 2016, followed by a release of the public DEIR. Construction is anticipated to start in the spring of 2018.

Segment 1 project details:

- Reconstruction of the existing two-lane street to four lanes between Diablo Avenue and Grant Avenue
- Signal improvements at the intersections of Grant and Novato Boulevard, Seventh and Novato Boulevard, and Diablo and Novato Boulevard
- Concrete curb, gutter and sidewalk improvements
- Access improvements at the intersections with Pine Avenue, Cypress Court and Los Alondras Court
- Upgrades to ADA amenities
- Continuous class II bike lanes





Strategy Highlights

Sir Francis Drake Boulevard (Highway 101 to Ross Town Limit):

Sir Francis Drake Boulevard is one of the busiest roads in Marin County. The Sir Francis Drake Rehabilitation project is the top priority for the Ross Valley Planning Area to receive funding from Measure A, the Marin County transportation sales tax. The objectives of this project are to repair the roadway and improve traffic flow, bus operations, and pedestrian and bicycle safety on the 2.5-mile section of Sir Francis Drake Boulevard between Highway 101 and the Ross town limits.

A series of workshops has been conducted by the County of Marin to provide project information and solicit ideas from the public and identify concerns along the corridor. Input from the workshops and other public outreach will guide the preparation of design alternatives. Traffic impact analysis is currently underway.

Based on input, the County will conduct an Environmental Impact Report (EIR) to clear the environmental phase instead of a Negative Declaration or Mitigated Negative Declaration, as originally intended. Preparing the EIR began in December 2016 and will be completed in about a year. Final design will start after the EIR is certified.



Strategy Highlights



Local Roads Category

To date, the Measure A ½-cent Transportation Sales Tax Program has provided \$26.3 million in funds to all the local jurisdictions in Marin County for local street and road projects, local transit projects, and bicycle and pedestrian improvements.

	FY2015-16 Allocation	Total To Date
Belvedere	\$31,689	\$262,045
Corte Madera	\$113,822	\$880,910
Fairfax	\$88,923	\$731,954
Larkspur	\$27,906	\$1,095,810
Mill Valley	\$184,314	\$1,494,893
Novato	\$588,510	\$4,664,499
Ross	\$32,982	\$277,092
San Anselmo	\$143,571	\$1,177,273
San Rafael	\$634,750	\$5,148,134
Sausalito	\$85,690	\$718,484
Tiburon	\$111,882	\$886,752
County	\$1,090,361	\$8,925,690
Total	\$3,134,400	\$26,263,536





Strategy Highlights

Strategy 4: Reduce School Related Congestion and Provide Safer Access to Schools

Safe Routes to Schools

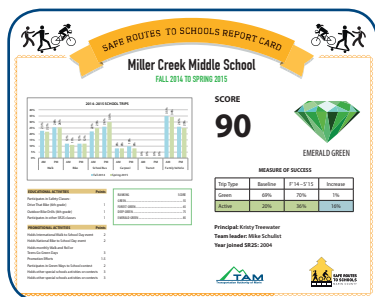
Coordinators of TAM's highly regarded Safe Routes to Schools Program teamed up with students at more than 50 elementary, middle, and high schools throughout the County. Since the program began (www.saferoutestoschools.org), there has been an 8 percent mode shift countywide from single-student car trips to walking, cycling, riding public transit, and carpooling to and from schools. Twenty-one schools have exceeded this average, with some schools increasing their green trips by more than 20 percent.



www.schoolpoolmarin.org
the great tool that helps
coordinate trip reduction and
reduce peak period traffic from
school-based auto trips

www.streetsmartsmarin.org
please slow down
and
drive carefully for our future

The middle schools with the highest percentage increase in active and green trips are those where Safe Routes “Teens Go Green” coordinators have ongoing partnerships with teachers and students. Mike Schulist from Miller Creek Middle School was one of the first teachers to partner with Safe Routes’ Teens Go Green program when it was originally formed in 2008. Schulist, who promotes walking and biking at Miller Creek, says that it is important for students to know the implications of their actions and sees his work with Safe Routes to Schools as a “bridge between what is learned in science and what happens in students’ lives.”



Miller Creek has a 75 percent green trip rate due to a popular bus service, with an increasing number of students walking and biking to school. Active travel has increased from 20 to 38 percent, and recent tracking shows that 48 percent of the students walk and bike on Go Green event days. Schulist initiated a school-wide pledge campaign and a 50 percent

Challenge to encourage students to replace one motorized trip with an active mode of transportation each week. For homework, all Miller Creek students were requested to discuss their travel habits with their parents and to pledge to do more active and green modes of transportation to and from school.

When asked what motivates his Safe Routes work, Schulist responded, "Safe Routes to Schools provides great people to work with and allows me to take an idea and easily put it into action." Further motivation comes from his students. He said, "Students like to know that they are standing for something, and that their teacher is as well." Schulist said the actions through the Teens Go Green program give students a sense of "power over what is going on in the world."





Strategy Highlights

Crossing Guard Program

TAM's Crossing Guard Program is a valuable local safety effort that ensures that there are well-trained crossing guards with back-ups for every critical intersection in Marin. The program, which is in its tenth year and is directly managed by TAM, deploys trained school crossing guards at over 80 locations throughout Marin County. Using input from schools, directors of local public works departments initially identify intersections within their jurisdictions that would benefit from the provision of adult crossing supervision. These locations are submitted to TAM for evaluation and prioritization based on standardized criteria using pre-determined elements that expand on State criteria.

With about 40 percent of parent survey responders concerned with challenging intersections, crossing guards play a vital role in the parents' decisions to allow their children to walk or bike to school. By making school trips safer, a key barrier to promoting walking and biking is eliminated, lessening the need for students to be driven to school.



Strategy Highlights



Crossing Guard of the Year *Paul Breakstone*

Paul Breakstone, 30-year resident of Novato, was honored as the 2015/2016 TAM Crossing Guard of the Year for his dedication to the safety of more than 400 kids a day making their way to Sinaloa Middle School in Novato. Paul has developed his own technique to safely shepherd the school children across the busy intersection of Paladini Road and Vineyard Road. He holds the kids and parents at the sidewalk to gather a substantial herd, then stops vehicles in all directions to let the kids cross without any vehicle movement. This technique of platooning pedestrians "is safer for the kids and avoids big back-ups for the drivers", says Breakstone.

Mr. Breakstone was looking for volunteer opportunities in the community and came across an advertisement for crossing guard positions. He was hired for the position and for six years has been the crossing guard at Sinaloa Middle School. During the school year, each weekday morning and afternoon he takes a break from his home-based real estate business, dons his yellow vest, grabs his red sign, puts on his silver whistle and goes out to help kids cross safely to school. "For a few hours each day I have control over things", jokes Breakstone.





Strategy Highlights

Safe Pathways to School Projects

Doherty Drive Pedestrian and Bicycle Gap Closure

Doherty Drive in front of Redwood High School in Larkspur is currently a major gap in the bicycle infrastructure between the recently constructed pathway by Hall Middle School and multi-use pathways east of Redwood High School. The City of Larkspur received \$350,000 of Safe Pathways funding from TAM to implement innovative improvements that will close the pedestrian and bicycle gap. A two-way bicycle pathway, separated from motor traffic, will be constructed adjacent to the existing narrow sidewalk. On the north side of Doherty, the shoulder will be converted to a westbound buffered bicycle lane. Additionally, bicyclists traveling from Lucky Drive will benefit from an exclusive bike lane that is separated from vehicles that are also turning right.



This bicycle “slip lane” will protect westbound bicyclists from vehicles as bicyclists enter the westbound buffered bike lanes. New curb ramps at all crossings, including the path to the trails, will also provide easy access for pedestrians and cyclists.



Element Highlights



In 2010, Marin voters approved Measure B, a \$10 Vehicle Registration Fee for local transportation initiatives. This confirmed that transportation continues to be a top priority in the County.

Element 1: Maintain Marin County's Local Streets and Pathways

This element has provided about \$700,000 annually for much-needed maintenance of local streets. Funds for local streets are distributed every 3 years to the 11 cities/towns and the County using the same distribution formula as for the Measure A Transportation Sales Tax program. The distribution formula is based 50 percent on local population and 50 percent on number of lane miles within each jurisdiction. More than \$100,000 annually is also reserved for the routine maintenance of various multi-use pathways in the County.





Element Highlights

Element 2: Improve Transit for Seniors and Persons with Disabilities

The annual dedication of 35 percent of the Measure B revenue enabled Marin Transit to provide expanded transportation service options under the Marin Access umbrella for Marin's seniors and persons with disabilities.

In FY2015-16, Marin Transit completed a comprehensive evaluation of all Marin Access programs and is now advancing recommendations from the study to improve program offerings. Marin Transit also started a new volunteer driver program in July 2015, called Carepool, to provide free rides to medical and grocery appointments. The program is currently providing nearly 200 trips a month.

Local Paratransit: ADA paratransit service within a $\frac{3}{4}$ -mile radius of active Marin Transit bus routes

Volunteer Driver: Mileage reimbursement to drivers who volunteer to transport seniors and ADA eligible riders

Low Income Scholarships: Fare subsidies for low-income ADA paratransit riders

Travel Navigators: Dedicated customer service staff provided to help riders select the appropriate transportation program and determine eligibility

Catch a Ride: Subsidies allow eligible riders to receive a discount on taxi rides



For more information about Marin Transit services, please visit www.marintransit.org

Element Highlights



Element 3: Reduce Congestion and Pollution

School Safety and Congestion Reduction:

In FY2015-16, Measure B provided 11 crossing guards, bringing the total TAM funded crossing guards to 78. The Street Smarts Program also is continuing its effective impact on drivers, with educational banners in various communities of Marin, reminding all of us to drive slowly and more carefully for the safety of everyone, especially our children.

Local Marin County Commute Alternatives:

TAM continued the expansion of Transportation Demand Management (TDM) activities through the following:

- TAM formed a TDM Ad Hoc Committee with



the mission to develop a framework of TDM initiatives in advance of Sonoma Marin Area Transit's (SMART's) train operation. Near-term opportunities that were identified included: extending the Emergency Ride Home Program promotion to SMART riders, bike sharing, launching a transportation network company (TNC) partnership for first/last mile trips, carpool incentives for new carpools, and car sharing expansion.

- Marin Emergency Ride Home Program, <http://www.marinerh.org/>, offers emergency rides home for employees on days they use transit and other green commute alternatives to get to work but need to get home quickly in the event of an emergency. A key benefit of the program is to encourage more commuters to feel comfortable leaving their cars at home and choosing another mode to get to work.



Element Highlights

Local Marin County Commute Alternatives:

- Continued outreach to promote TAM's Vanpool Incentive Program, which offers \$3,600 for new vanpools in Marin. TAM and MTC's 511 actively promote vanpools that can significantly reduce greenhouse gas emissions, especially for long-haul commuters.
- Promoted TAM's TDM Tool Kit "Go Time Marin," a guide for employers to educate their employees regarding transportation alternatives in Marin County, with plans to update information as the SMART train and new mobility options become available.
- Submitted a letter of interest for MTC's Bike Share Capital Grant Program in partnership with the Sonoma County Transportation Authority (the first phase of an application process to bring a bike share program to Marin and Sonoma for connections to future SMART stations). This grant program will announce awards by summer 2017.



Element Highlights



Electric Vehicle (EV) Public Infrastructure:

TAM launched its EV Charging Station Grant Rebate program in FY2015-16 and has re-authorized the program in FY2016-17. To date, TAM has approved nine EV chargers under this program. Marin Clean Energy applied for five chargers and will be installing these chargers at their downtown parking lot in San Rafael by early 2017.

TAM also partnered with SMART to help fund the installation of EV charging station infrastructure within the parking lots of the District's Marin County train stations. The stations are nearing completion and will be operational in 2017.

EV Outreach and Education:

Outreach events in FY2015-16 were successfully completed with partnering organizations, including the National Drive Electric Week and Charge Across Town's EV Week events. In September 2016, TAM co-sponsored a Ride and Drive Event with the Golden Gate Electric Vehicle Association in Novato. Some 600 people attended to test ride and drive not only EVs but also electric bicycles.





Element Highlights

Marin Clean Energy/Marin Transit/TAM Electric Bus Pilot Program:

Based on the pilot program study initiated in 2014, TAM is pleased to report that Marin Transit will purchase and integrate two new electric buses into its operation in 2017. TAM has committed \$75,000 of Measure B matching funds to support this exciting endeavor and will look forward to opportunities to support similar projects.

TAM's Public Agency EV Fleet Rebate Program:

TAM's EV Fleet Rebate Program offers up to \$3,500 as an incentive to public agencies to replace their conventional internal combustion engine fleets with electric or plug-in hybrid vehicles.



Financial Picture

Financials

FY2015-16 Audit Results and COC Review



TAM's primary goal is to ensure the best value for public funds entrusted to its management, including Measure A, the 1/2-cent Transportation Sales Tax fund, and Measure B, the \$10 Vehicle Registration Fee fund. A rigorous system of checks and balances is in place to ensure that both Measure A and Measure B funds are spent efficiently and as promised. Annual independent audits are performed to ensure accountability and transparency as required by the expenditure plans.



The audit confirmed that TAM's FY2015-16 Financial Statements were presented fairly and accurately. The Citizens' Oversight Committee has reviewed the audited FY2015-16 Financial Statements and has verified that Measure A funds were properly administered in accordance with the terms of the Measure A Expenditure Plan and the Strategic Plan for the reporting period. The audit also confirmed that TAM continues to be in compliance with the 5 percent administration cap policy required by the Measure A Expenditure Plan.

TAM also completed its sixth round of Measure A compliance audits for specific transportation projects and programs that received allocations of Measure A funds in and prior to FY2015-16. Those audited for this round of compliance audits included Marin Transit, the County of Marin, City of Belvedere, Town of Tiburon and All City Management Services, the Crossing Guard Service Company. Those audited confirmed that all Measure A funds were spent according to the requirements of the Measure A Expenditure Plan and the funding agreements. Results of the compliance audits, along with TAM's FY2015-16 Financial Statements, are available on TAM's website, www.tam.ca.gov.





Financial Picture

Measure A & B Allocation/ Programming

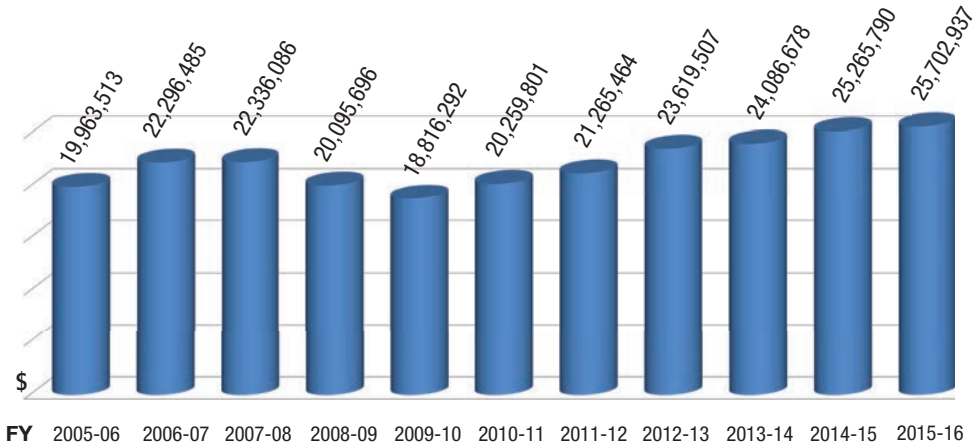
FY2015-16 Measure A Funding Allocation/Programming	
Strategy	FY2015-16
Interest Revenue Assigned to Multi-use Paths Maintenance	\$137,000
Strategy 1 - Local Bus Transit System	\$16,922,019
Strategy 3 - Local Transportation Infrastructure	
3.1 Major Roads	\$4,820,000
3.2 Local Roads	\$ 3,134,400
Strategy 4 - Reducing School Related Congestion and Provide Safer Access to Schools	
4.1 Safe Routes to Schools	\$885,000
4.2 Crossing Guards	\$1,126,000
4.3 Safe Pathway Projects	\$1,100,000
TOTAL	\$28,124,419

FY2015-16 Measure B Funding Allocation/Programming	
Element	FY2015-16
Element 1 - Maintain Local Streets and Pathways	
1.1 Local Streets	\$ 2,507,049
1.2 Pathways	\$ 110,848
Element 2 - Improve Transit for Seniors and Persons with Disabilities	\$937,386
Element 3 - Reduce Congestion and Pollution	
3.1 School Safety and Congestion Reduction	\$274,000
3.2 Local Marin County Commute Alternatives	\$130,000
3.3 Alternative Fuels Infrastructure and Promotion	\$240,000
TOTAL	\$4,199,283

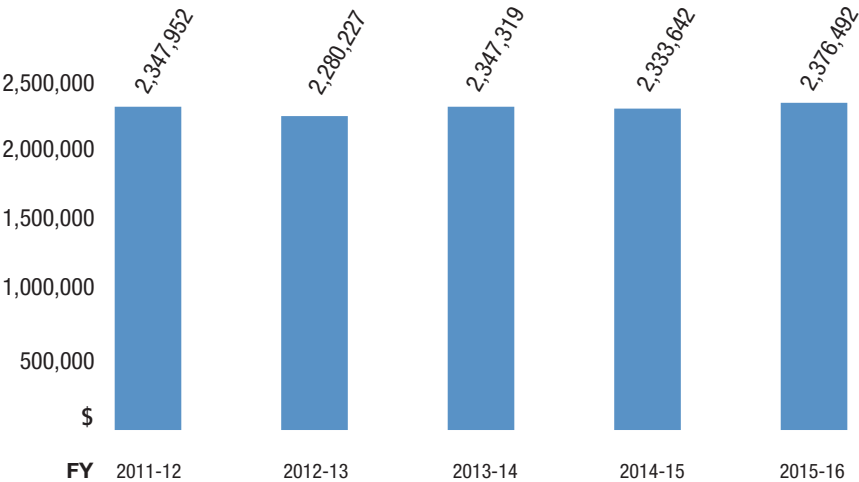


Measure A & B Revenue Trend

Measure A Transportation Sales Tax Revenue
FY2005-06 to FY2015-16



Measure B Vehicle Registration Fee Revenue
FY2011-12 to FY2015-16





TAM COC Representatives

This Year's Featured Member – Allan Bortel

A very successful Wall Street stock analyst prior to retirement, Allan Bortel brings to the COC a wide range of experiences, which help the Committee act with confidence when reviewing the financials of the agency. A graduate of the Wharton School at the University of Pennsylvania and the MBA Program of UC Berkeley, Allan started his career as an economist with the US Department of Labor and then became a securities analyst and Chartered Financial Analyst (CFA) in the 1960s. Allan spent most of his distinguished career with Shearson Lehman Hutton and several local brokers in San Francisco and Marin. He started his own company, Inverness Management in 1996. On his retirement in 1999, he passed his legacy to one of his sons.

Allan has been a resident of Marin County for 47 years. He has dedicated much of his time after retirement to various services that help improve mobility and quality of life, especially for seniors, in Marin. Allan's extensive volunteering services include serving on the Non-Motorized Transportation Pilot Program Citizens' Advisory Committee, Marin Paratransit Coordinating Council, Marin County Commission on Aging, Steering Committee of the Marin County Senior Information Fair, Land Use and Transportation Committee of Marin Conservation League, Belvedere-Tiburon Library Trustee, and Board of Marin Villages, just to name a few. For his dedication and outstanding service, Allan was honored as the Volunteer of the Year by the Redwoods Retirement Residence in 2006 and Volunteer of the Year by the Aging Services of California in 2011.



Allan and his wife Sydne moved to Tiburon in 1969, fell in love with the natural beauty of Marin, and raised their family here. Allan and Sydne have been happily married for 52 years and have two sons, Aaron and Peter. Peter took over his father's business and continues to offer excellent financial services for the community and Aaron became an attorney. Aaron and Peter each have three kids and, like their father, dedicate much of their time to the community through a wide range of volunteer work.



How long have you been serving on the COC?

I have served on the COC since its inception in 2005, representing the Marin County Paratransit Coordinating Council. I served as the Vice-Chairperson for the Committee from 2007 through 2011, and the Chairperson from 2012 through 2015.

What brought you to the COC and what made you stay?

I have always been very interested in the various transportation issues in the County. When the COC was formed in 2005, I was appointed by the Marin County Paratransit Council as their representative. I stay on especially for the senior mobility issues, which are so unique and important for Marin, a county whose population is much older than the rest of the counties in California. I was excited when the voters approved Measure B, the \$10 VRF funding in 2010, since it provides a continuing dedicated funding source for the various senior mobility programs which I care so much about. And I am very thankful that the voters also trust the COC to take on the oversight of the Measure B VRF funds, along with the Measure A Sales Tax funds.



Do you think the COC has made a difference in addressing transportation issues and the transportation future in Marin?

I believe that the COC has certainly been making differences in shaping the transportation future of Marin and the Bay Area. The Expenditure Plans empowered the COC to be an indispensable part of all decision-making processes related to the Measure A ½-cent Transportation Sales Tax and the Measure B VRF fees. The TAM Board and staff also really value the wide range of expertise and community connections COC members bring to the table. They use the COC as the sounding board for various transportation issues and always appreciate the input from the Committee. As COC members, we bring the information and messages to our communities and also bring the communities' concerns and needs back to the TAM Board for consideration.

What do you value the most about the COC?

I really value the fact that the COC provides the average citizen an opportunity to make a difference in our community. This Committee is doing work that can help improve everyone's quality of life since transportation is a top priority in Marin. The excellent staff work and support the Committee has been receiving over the years also make this very complicated work more manageable.



900 Fifth Avenue, Suite 100
San Rafael, CA 94901
(415) 226-0815 | www.tam.ca.gov

Mission Statement | **TAM** *is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high quality transportation options to all users.*



Making the Most of

Marin County Transportation Dollars



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