

From: [Odin](#)
To: [TAM Info](#)
Subject: Public Comment: 7/25 Countywide Transportation Plan Board Workshop
Date: Tuesday, July 23, 2024 9:19:15 PM

My name is Odin Palen, and I live in Kentfield. TAM's top priorities of Fix It First and Regional Connectivity go against the consensus in the CTP that Marin should be working to reduce driving and roadway expansion, while building a high-quality active and public transportation network. The CTP should prioritize high quality transit and a complete active transportation network, which already have strong public support. Please consider modifying the top priorities in the CTP in this regard. Thank you for your time and consideration.



July 24, 2024

Board of Commissioners
 Transportation Authority of Marin
 900 Fifth Avenue, Suite 100
 San Rafael, CA 94901

RE: Marin Countywide Transportation Plan Workshop #3

Dear TAM Board of Commissioners,

Question #1 of the Full Board Discussion at the July 25 Marin Countywide Transportation Plan Workshop #3 asks the Board to lay out what it thinks the top priorities should be going forward. WTB-TAM strongly recommends that the Board name "Complete Active Transportation Network" as one of its top priorities. If there is not room in the top 3 priorities for "Complete Active Transportation Network," then it should be named as the 4th top priority. Completing Marin's Active Transportation Network will increase mobility for Marin residents and workers, decrease traffic congestion, and decrease greenhouse gas emissions. It offers the highest return on investment of any transportation infrastructure expenditure. Please make sure that in your deliberations on Thursday, Marin's Active Transportation Network is given the high priority that it deserves.

Question #2 asks the Board what policy approaches should be considered to align planning with project funding and delivery. To this question, we put forward a simple answer: "shovel-ready." In its Implementation chapter, the Countywide Transportation Plan should spell out a concrete implementation strategy of bringing all outstanding gaps in Marin's Active Transportation Network to shovel-ready status (environmental permits, environmental clearances, and at least 30% engineering and design). Bringing these projects to shovel-ready status will in turn make them eligible for regional, statewide, and federal funding opportunities. Grant managers routinely prioritize awarding funding to projects that are shovel-ready. We recommend that Attachment C "DRAFT Strategy and Resource Alignment for TAM CTP and CBTP" add explicit language specifying TAM's role as bringing projects that close gaps in Marin's Active Transportation Network to shovel-ready status.

Additionally, we recommend that the Countywide Transportation Plan make explicit reference to the "first-and-last-mile network" as it relates to both the Complete Active Transportation Network and High Quality Transit. One of the best ways to increase transit ridership (especially SMART and the Golden Gate Ferry) is to close gaps in the Active Transportation Network that connects transit stations to nearby neighborhoods, schools, jobs, and destinations. Finally, we recommend that under the strategy Safe School Travel, specific language be added stating that TAM's role includes identifying all outstanding gaps in Marin County's Safe Pathways to School Active Transportation Network, and bringing those projects to shovel-ready status.

Respectfully,

Patrick Seidler
 WTB-TAM President

Matthew Hartzell
 WTB-TAM Director of Planning