



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

SEPTEMBER 23, 2021
6:00 PM

Virtual Meeting

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council
Damon Connolly, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council, TAM Chair
Chance Cutrano, Fairfax Town Council
Maribeth Bushey, San Rafael City Council (Alternate)
Stephanie Moulton-Peters, Marin County Board of Supervisors, TAM Vice Chair
Urban Carmel, Mill Valley City Council
Beach Kuhl, Ross Town Council
Kevin Haroff, Larkspur City Council (Alternate)
Judy Arnold, Marin County Board of Supervisors
Susan Cleveland-Knowles, Sausalito City Council
Charles Lee, Corte Madera Town Council

Members Absent: James Campbell, Belvedere City Council
Katie Rice, Marin County Board of Supervisors

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Director of Programming and Legislation
Jennifer Doucette, Executive Assistant/Clerk of the Board
Helga Cotter, Senior Accountant/HR Specialist
Derek McGill, Director of Planning
Molly Graham, Public Outreach Coordinator
Grace Zhuang, Accounting & Administrative Specialist
Li Zhang, Deputy Executive Director/Chief Financial Officer
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Lucan called the meeting to order at 6:05 p.m.

Chair Lucan welcomed everyone to the meeting and Executive Director (ED) Anne Richman issued an oath of office to Maribeth Bushey as an alternate representing the City of San Rafael.

Chair Lucan asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

Chair Lucan informed the Board that TAM staff is closely monitoring Assembly Bill (AB) 361 and its effects on virtual public meetings.

Chair Lucan also informed the Board that in consultation with TAM staff and Vice Chair Moulton-Peters, an amendment to the terms of the Chair and Vice Chair positions from a 1-year rotation to a 2-year rotation may be recommended at a future date, pending final determination of its legality.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported that the State received \$26 billion in new American Rescue Plan (ARP) funding, approximately \$1.7 billion of which is slated to be distributed to the Bay Area for transit. Commissioner Connolly raised concerns at the Metropolitan Transportation Commission (MTC) committee level in July on behalf of smaller operators in Marin and Sonoma Counties regarding the distribution formula for those funds and requested monies for Marin Transit (MT) and Sonoma County transit agencies as part of the set-aside for "hardships and focused recovery strategies" established by MTC using a portion of the ARP funds.

Commissioner Connolly also reported that MT requested an additional \$2.4 million to maintain the current adjusted service levels for two years, accounting for revenue loss and expected service cost increases; and that Sonoma County operators requested an additional \$4.6 million to restore to 100% pre-pandemic service for three years, accounting for revenue loss and service cost escalation.

Commissioner Connolly further noted that as a result of this advocacy, MT received \$2.0 million in ARP focused recovery funding to bridge the gap between current and future contract rates with service providers for fixed route service, and that the funding is contingent on MT and Golden Gate Transit executing a new contract. MT will receive \$4.8 million "initial calculated amount" plus the additional \$2.0 million for a total of \$6.8 million. Sonoma County operators will receive \$15.5 million "initial calculated amount" plus this additional \$4.6 million for a total of \$20.1 million.

Commissioner Connolly reported that MTC voted to support the Transit Transformation Action Plan from the Blue Ribbon Transit Recovery Task Force. Elements of the plan include advancing transit recovery, utilizing transportation infrastructure around the region to prioritize bus transit, fare integration, wayfinding, legislation related to Caltrans facilities, and funding priorities. All those elements will be discussed at upcoming MTC workshops.

Commissioner Connolly reported that MTC awarded Mobility Hub grants under its Climate Initiatives Program. These grants are to support micro-mobility integration into transit centers amongst other transit center-related integration efforts. MTC prioritized a set number of locations including the San Rafael Transit Center. However, the funding cycle was premature for any effort related to the San Rafael Transit Center and no Marin jurisdictions or transit agencies applied. Seven projects are recommended for funding around the Bay Area as initial pilots.

Lastly, Commissioner Connolly reported that MTC is updating its draft Plan Bay Area 2050 (PBA 2050) based on public input during the Plan's EIR comment period and community feedback. The major revision areas are Sea Level Rise, to reflect MTC's partnership role, and transit recovery to focus on details defined in the Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan. Other areas include workforce development

and anti-displacement updates supported by state funding for the Bay Area Housing Finance Authority. Staff anticipates releasing the final PBA 2050 the week of October 4th, for adoption by MTC and Association of Bay Area Governments (ABAG) Boards in October, and then submitting it to the state for approval.

b. Marin Transit Report – Commissioner Moulton-Peters on behalf of Commissioner Colin

Vice Chair Moulton-Peters reported that MT has historically provided public transit service to 10 different high school and middle schools in Marin County using “supplemental” routes and a fleet of 12 buses. With the implementation of California Senate Bill (SB) 328 requiring high schools to start no earlier than 8:30 a.m., schools throughout Marin County have changed their start and end times. Most high schools now start at the exact same time – 8:30 a.m. – making it impossible to serve all those schools with the current resources.

Vice Chair Moulton-Peters added that historically, MT could make 20 school trips in the morning with 12 buses. With the new schedules this year, only 15 trips can be made with 12 buses. This stacking of start times directly impacts MT’s ability to spread service and resulted in the cancellation of one route, and three other routes operating in the afternoon only. MT continues to work with schools to coordinate bell times and bus schedules.

Vice Chair Moulton-Peters also reported that as a part of the ongoing financial planning to address the uncertainties caused by the pandemic, the MT Board convened a special meeting on August 23rd to discuss future transit operating costs. MT provides all its service through operating contracts with five different contracts. These contracts are scheduled to end within the next 20 months. Due largely to COVID-19, transit service delivery and contracting conditions have shifted. The industry is currently facing a labor shortage, primarily in drivers and front-line workers, who have left the transit workforce. While it is unclear how long these conditions will prevail, the uncertainty will impact current and future contract bids and negotiations.

Lastly, Vice Chair Moulton-Peters noted that while Federal COVID relief funds have helped bridge the funding gap in the short term, ultimately, MT will need to control contract costs and consider reducing service to be financially sustainable in the long term.

c. SMART Report – Chair Lucan

Chair Lucan reported that SMART celebrated its 4-year anniversary of passenger service on August 25th; and that SMART is monitoring the status of a potential coal train operator that may result in the transport of coal through Marin and Sonoma counties.

Chair Lucan also reported that SMART General Manager Farhad Mansourian is retiring and that the search for his replacement is underway.

4. Executive Director's Report (Discussion)

ED Richman provided an update on recent projects and transportation news including the North-South Greenway Project; International Walk to School Day; Marin Commutes Fall Campaign; Regional “All Aboard” Campaign; crossing guard outreach; electric vehicle (EV) car show/Drive Electric Week; Sustainability Heroes; Marin Wildfire Prevention Authority (MWPA) evacuation tool; San Rafael Transit Center; e-bikes on ferries; and state and federal grant programs.

ED Richman also called attention to this month’s Caltrans (California Department of Transportation) report.

Chair Lucan opened the discussion to the Board members and public, and hearing none moved to the next agenda item.

5. Open Time for Public Expression

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment and seeing none moved to the next agenda item.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes July 22, 2021
- b. Approval of Sales Tax Analysis and Audit Services Contract Extension
- c. Allocate Measure AA (Transportation Sales Tax) Funds to Golden Gate Bridge, Highway and Transportation District for Ferry Shuttle Service
- d. Approval of Amendment to Interagency Agreement with Kentfield School District for Crossing Guard Services
- e. Appointments to the Citizens' Oversight Committee
- f. On-Call Countywide Travel Demand Forecasting Contract Award

Commissioner Cleveland-Knowles moved to approve the Consent Calendar and was seconded by Commissioner Kuhl. Chair Lucan opened the item to public comment and hearing none, a roll call vote was conducted, and the motion passed unanimously.

7. Update on Richmond-San Rafael Bridge Westbound Vehicle Shoulder Use Study and Future Plans (Discussion)

ED Richman introduced Caltrans District 4 Chief Deputy Director David Ambuehl and MTC/Bay Area Toll Authority (BATA) Deputy Executive Director for Operations Andrew Fremier as co-presenters for this item.

ED Richman reiterated that this item is for discussion only. She informed the Board that a large number of public comments were received, most of which were posted online and provided to Board members prior to the Board meeting. ED Richman also explained that public comments received too close to the meeting start time will be added to the public record after tonight's Board meeting.

ED Richman noted that the eastbound (EB) third lane on the lower deck opened in April 2018 and that the multi-use path on the upper deck opened in November 2019. Both 4-year pilot projects are being evaluated by University of California Berkeley, which anticipates completion of the evaluation in 2024. ED Richman also noted that at the start of the pilot projects, TAM agreed to conduct a traffic study to analyze the feasibility of using the third lane on the upper deck as a peak-period vehicle lane, and BATA/Caltrans would conduct a structural analysis of the bridge. ED Richman further noted that BATA has been advancing the design of the Richmond-San Rafael (RSR) Forward project, and that there has been significant investment in access improvements on both sides of the bridge.

Lastly, ED Richman noted that the Marin Municipal Water District (MMWD) is exploring the potential installation of a water pipeline across the Richmond-San Rafael Bridge (RSRB).

Mr. Ambuehl provided a summary of the Toll Bridge Asset Management Plans (AMP), including updates on a structural load rating study and current and upcoming projects.

Mr. Fremier provided an update on the RSR access improvement pilot projects, including bicycle counts and incident management plans. Mr. Fremier also reported on the RSR Forward project, including promoting transportation demand management measures, as well as constructing open road tolling and a high-occupancy vehicle (HOV) lane.

ED Richman reported on the Westbound (WB) Third-Lane Study, including scenarios evaluated, capital improvements summary, historic and current vehicle travel data, and origin-destination (OD) pairs.

Mr. Ambuehl reported that Caltrans and MMWD are studying the feasibility of installing a water pipeline across the RSRB.

ED Richman reported that the Asset Management Study resulted in no immediate need for bridge replacement and identified the need for retrofit/maintenance projects, and that the RSR Access Improvement Project Pilot studies are ongoing, with a Final Report expected in Summer 2024. ED Richman also provided an update on the RSR Forward near-term strategies to improve transportation demand management and relieve congestion on the westbound bridge approach; and noted that the WB 3rd Lane Study shows improvement in peak hour travel time savings for some drivers/destinations and slightly worsens for others, and would require significant new construction in Marin, with a cost to implement estimated at \$70-90M. Lastly, ED Richman noted that MMWD is evaluating pipeline options across the RSRB in response to the drought.

Commissioner Haroff expressed concern about the potential loss of connectivity between Francisco Boulevard East (FBE) and Sir Francis Drake Boulevard (SFD); and that a WB third lane would result in increased congestion on SFD and within the City of Larkspur. Commissioner Haroff also expressed concern that MMWD has not confirmed access to deliverable water from East Bay Municipal Utility District (EBMUD) or other east bay resources that do not compromise those entities' water rights.

Commissioner Cleveland-Knowles asked for clarification of the travel time savings in relation to the HOV lane.

Mr. Fremier explained that the HOV lane from I-580 would extend to the toll plaza of RSRB and would result in significant travel time savings for bus riders and carpoolers.

ED Richman explained that due to complicated geometrics, including the transition from a left side HOV lane from I-580 to a right side peak-period lane on the RSRB, the study reflects the three lanes west of the plaza as general purpose.

Commissioner Cleveland-Knowles expressed concern about induced demand as a result of a third lane and asked if there is data or metrics available to measure this issue. Commissioner Cleveland-Knowles also asked about the status of the 101-580 direct connector project.

ED Richman explained that the direct connector project involves northbound (NB) 101 to eastbound (EB) 580 and is currently in the planning phase. Staff will be presenting an update of the direct connector project to the Board later this Fall.

In response to Commissioner Connolly, Mr. Fremier noted that early data collection reflects that the severity of incidents and delays has remained unchanged since the multi-use lane and barrier were installed. Mr. Fremier further noted that there are currently two general purposes lanes and no shoulder on the WB span; and that a newly created HOV lane from Regatta Blvd. to the toll plaza would not be completed until 2024.

Commissioner Connolly commented that there should be a study that incorporates an HOV lane across the RSRB. Commissioner Connolly also commented on the high estimated costs and creation of other issues, including the potential elimination of the hook ramp between FBE and SFD, and asked if there are any lower-cost options.

Commissioner Fredericks noted that there are roadway equity use concerns, and thoughtful consideration should be taken to identify the users of the roadway, whose travel time is affected, and who has to use this route because they cannot afford to live where they work. Commissioner Fredericks further commented that these issues should drive data collection and inform the project approach.

Chair Lucan asked if there was additional data on users of the RSRB. ED Richman noted that she would look into obtaining additional data, and Mr. Fremier noted that MTC is in the process of obtaining user demographics.

Commissioner Lee expressed concern about the potential elimination of the hook ramp between FBE and SFD, and its effect on local users. Commissioner Lee inquired about the possibility of a frontage road located on the east side of I-580 to be used as a connection between FBE and SFD; and expressed his support of finding lower-cost options in the near-term.

ED Richman noted that East San Rafael has limited access and that alternative solutions that do not eliminate the hook ramp between FBE and SFD may be studied in the future.

Commissioner Rodoni asked if the category of vehicle using a third lane impacts the type of modifications that would be necessary on the Marin side of the RSRB; and commented that expediting public transportation and increasing ridership should be goals of this project.

Commissioner Haroff expressed support of Commissioner Connolly's and Commissioner Lee's comments regarding potential construction issues and cost-benefits. Commissioner Haroff also expressed concern with the potential lack of reliable water for the pipeline project and asked if a MMWD representative would be available to comment.

MMWD Director of Operations Paul Sellier explained that the project is still in the feasibility stage and will not move forward without assurances that there is water to convey.

Commissioner Haroff expressed concern at the rate in which the pipeline project is moving forward and commented that there may be construction activity as early as January 2022. Commissioner Haroff further expressed concern that the public will perceive the construction of a pipeline as a solution to the drought; and that other contractual obligations, including cost and water rights, will be difficult.

Commissioner Bushey expressed concern about the neighborhoods and businesses that would be impacted by the modifications outlined in the study and expressed support of obtaining additional third-lane feasibility studies that do not negatively impact San Rafael.

Commissioner Lee asked if the proposed pipeline is intended to be a temporary or permanent installation; and expressed concern that alternative solutions such as recycled grey or black water have not been explored; and that a pipeline installation may pose future access and maintenance issues.

In response to Chair Lucan, Mr. Fremier confirmed that there is no need for immediate replacement of the RSRB, and that BATA and Caltrans are able to maintain the existing bridge in a Desired State of Good Repair through extended service life. Mr. Fremier also explained that BATA is awaiting the results of Regional Measure (RM) 3 litigation before moving forward with any changes in toll fees; that Plan Bay Area 2050 will incorporate a study of pricing as a tool for congestion management over the entire Bay Area freeway system; and that open road tolling provides more flexibility for varying fee structures.

In response to Commissioner Cutrano, Mr. Fremier confirmed that the RM 3 litigation is still pending.

Chair Lucan opened this item to public comment.

Jean Severinghaus expressed concern about induced demand; the nexus between congestion management and equity, including the impact to East San Rafael due to the potential closure of the hook ramp; and the bicycle path gaps on the Marin side of the RSRB. Ms. Severinghaus also commented that the pilot project study period should not begin until the gaps are closed.

David Suto expressed concern about the potential traffic back-up across the RSRB if the necessary improvements are not made on the Marin side and the potential for induced demand and increased vehicle miles travelled (VMT) with the addition of a third lane. Mr. Suto commented that HOV lane violations would be unenforceable without a shoulder and expressed support of a high occupancy toll (HOT) lane similar to that on I-880.

Adam C. expressed his support of a third lane for vehicles on the RSRB.

Warren Wells, Marin County Bicycle Coalition (MCBC) Policy and Planning Director, expressed concern about the high cost and low frequency of public transit service across the RSRB, and the bicycle path gaps on the Marin side. Mr. Warren expressed support of congestion management tolling.

ED Richman noted that TAM staff will continue to work with BATA/Caltrans staff to address the various concerns expressed and will come back to the Board with additional information.

Commissioner Connolly commented that the bike lane on the RSRB has functioned largely as a recreational asset for weekend riders and has not resulted in any appreciable shift in mode of transportation during the morning peak commute hours. Commissioner Connolly also noted that many of the single occupancy vehicles traveling west in the morning do not have the option of riding a bike – they include parents who need to pick-up and drop-off their children, and workers who need to transport their tools to a jobsite.

Commissioner Connolly expressed support of carpool and public transit use, and the RSR Forward project, including the extension of the HOV lane on the east side of the RSRB to Regatta Blvd., and the transition to open road tolling.

Chair Lucan asked if there were any other comments or questions from the Board and public, and hearing none moved to the next agenda item.

8. State Legislative Update (Discussion)

Chair Lucan welcomed Gus Khouri, TAM's Legislative Advocate with Khouri Consulting, to present the State Legislative Update.

Mr. Khouri reported on the passage of Assembly Bill (AB) 361, allowing local government agencies to continue to meet virtually; and the State budget including the passage of Assembly Bill (AB) 128 and State Bill (SB) 129, the supplemental budget bill, authorizing \$262.6 billion in spending, including revenue for transportation infrastructure.

Mr. Khouri reported that Governor Newsom is making funds available for various programs including the Transit and Intercity Rail Capital Program (TIRCP), Road Infrastructure, Regional Sustainable Community Strategy (SCS) Implementation, Active Transportation Program (ATP), Zero-Emission Rail and Transit Equipment Purchases and Infrastructure, Zero-Emission Buses and Trucks, Zero-Emission Vehicle (ZEV) Infrastructure, State and Local Climate Adaptation, and the Clean California Program.

Mr. Khouri also provided updates on Farebox Recovery Relief, the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI), and the 2022 SB 1 Cycle 3 competitive grant programs.

In response to Commissioner Arnold, Mr. Khouri noted that further discussion in conjunction with the Board's 2022 legislative platform should take place by early November.

In response to Chair Lucan, Mr. Khouri clarified the 30-day renewal requirements of AB 361.

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment and seeing none moved to the next agenda item.

9. Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds

Senior Transportation Planner Scott McDonald provided an overview of the Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) funding programs; project applications; funding eligibility; and staff's recommendations to provide funding to seven projects.

In response to Commissioner Carmel, Mr. McDonald explained that sponsors often seek other grants or local resources as supplemental funding to complete projects.

Chair Lucan asked if any members of the public wished to speak or had sent an e-comment, and hearing none, asked for a motion.

Vice Chair Moulton-Peters made a motion to approve the recommended programming priorities for the FY21/22 and FY22/23 TFCA and TDA Article 3 Funds and was seconded by Commissioner Cleveland-Knowles. A roll call vote was conducted, and the motion passed unanimously.

10. Alternative Fuels Program Update & Outreach Activities

ED Richman noted that this item is both an annual update and a request for approval for specific funding and contract items.

Director of Planning Derek McGill provided an overview of the Alternative Fuels Program, and updates on the EV charger and fleet rebate programs, including technical assistance/outreach, and outreach response to COVID-19.

Mr. McGill outlined the Request for Proposal (RFP) for outreach services, local jurisdictions' funding agreements, upcoming program activities, program budget, and presented the staff recommendations to authorize the Executive Director to enter into a contract with Reach Strategies for outreach services, to execute a sponsorship agreement with Cool the Earth for \$4,500 to conduct a promotional event in Marin for National Drive Electric Week, and to execute funding agreements with each of the 12 Marin jurisdictions to provide \$4,500 per jurisdiction for outreach activities associated with Alternative Fuel Vehicles in accord with their Climate Action Plans.

In response to Commissioner Cutrano, Mr. McGill explained that TAM does not currently provide guidance surrounding equity to local jurisdictions receiving funding. Mr. McGill noted that TAM can provide mapping resources to local jurisdictions to identify lower-income populations; and that staff will review "best-practices"/resources for equity-priority communities within the Alternative Fuels Program. Mr. McGill also noted that TAM has exceeded its goal of 300 EV chargers that was identified in the initial EV siting plan, and that staff will review program goals in the outreach plan.

In response to Commissioner Arnold, Mr. McGill explained that Cool the Earth would receive a \$4,500 sponsorship to conduct a National Drive Electric Week Promotional Event in Marin County.

In response to Commissioner Lee, Mr. McGill explained that the Letter of Interest (LOI) process for public agency EV fleet conversion is still being drafted and discussions with Department of Public Works staff, and regional and state funding partners are ongoing.

In response to Commissioner Colbert, Mr. McGill explained that the selection panel for the outreach consultant procurement included TAM Public Outreach Coordinator Molly Graham, and staff members from the Contra Costa Transportation Authority (CCTA) and MTC with direct management of marketing and outreach programs. Mr. McGill also noted that the RFP included a metrics component and that a data-driven analysis will be used to measure outreach.

Commissioner Carmel commented that Marin Climate and Energy Partnership (MCEP) reports over 700 public charging stations throughout Marin County and expressed support that the outreach plan includes metrics to determine the appropriate amount of charging stations needed throughout the County. Commissioner Carmel also noted that as the mileage range of EVs increase, the County may reach a saturation point for public charging stations, and that perhaps funding for charging stations may be redirected to other needs within the program.

Chair Lucan opened this item to public comment.

Ms. Doucette read a public comment received from Larkspur resident and Marin/Sonoma Electric Vehicle Squad leader David Moller who expressed support to increase funding for outreach activities by the local jurisdictions and others.

Cool the Earth and Drive Clean Bay Area representative Lawrie Mott commented that because EV technology changes rapidly, a multi-year contract for outreach services should incorporate interval evaluations with regard to funding different levels of charging stations, including investment in Level 1 chargers at residential and multi-unit dwellings, and Level 2 chargers at commercial properties.

Town of Fairfax Climate Action Committee member and Subcommittee Chair Jody Timms expressed support of the one-time agreements for the local jurisdictions and asked if the outreach services contractor will be working directly with local jurisdictions.

Mr. McGill noted that TAM staff will work with the outreach services contractor to develop a process for communicating with local jurisdictions.

Commissioner Kuhl commented that the outreach services contractor should be informed of and take into account the discussion and comments from tonight's Board meeting.

Chair Lucan summarized the staff recommendation to the Board to authorize the executive director to enter into one-time agreements with the 12 Marin jurisdictions to conduct outreach activities related to the promotion of Alternative Fuel and EVs, not to exceed \$4,500 per jurisdiction; authorize the executive director to provide a \$4,500 sponsorship to Cool the Earth to conduct a National Drive Electric Week Promotional Event in Marin County; and authorize the executive director to enter into contract with Reach Strategies for a three-year contract (with the option to extend up to 5 years) not to exceed \$300,000 (approximately \$100,000 annually).

Commissioner Cutrano made a motion to approve staff recommendations and was seconded by Commissioner Cleveland-Knowles. A roll call vote was conducted, and the motion passed unanimously.

11. Resolution to Oppose Coal Transport Through Marin County

ED Richman noted that this item intersects with TAM's legislative platform of supporting environmental improvements and consciousness, including the reduction of greenhouse gases.

Commissioner Connolly noted that the Marin County Board of Supervisors will also be taking up a resolution in opposition of coal transport.

Chair Lucan noted that there were similar discussions at the SMART Board.

Commissioner Kuhl commented that historically, it has been difficult to maintain the path of travel due to repeated storm damage to the railroad tracks.

Chair Lucan asked if any members of the public wished to speak or had sent an e-comment, and hearing none, asked for a motion.

Commissioner Arnold made a motion to adopt Resolution No. 2021-08 to oppose the possibility of coal transport by freight rail through Marin County and inform the Surface Transportation Board and other relevant stakeholders of TAM's position and was seconded by Commissioner Haroff. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 9:09 p.m.