



**BOARD OF DIRECTORS  
REGULAR MEETING AGENDA**

**April 5, 2017 – 1:30 PM**

5401 Old Redwood Highway, 1<sup>st</sup> Floor  
Petaluma, CA 94954

1. Call to Order
2. Approval of the March 15, 2017 Board Meeting Minutes
3. Public Comment on Non-agenda Items
4. Board Member Announcements
5. General Manager's Report
6. Approval of the SMART's Passenger Code of Conduct
7. Authorize General Manager to Execute Agreement with Parkmobile, LLC, for a Charge-to-Park Pilot Program and Consider Parking Rates for SMART's Lots
8. Approval of the SMART's Parking Lot Regulations for Enforcement
9. Approve a Resolution requesting allocation of \$13,275,000 in Regional Measure 2 Bridge Toll funds for the Downtown San Rafael to Larkspur Rail Extension Project
10. Closed Session
  - a. Conference with General Manager Farhad Mansourian, pursuant to California Government Code Section 54956.8 regarding real estate property negotiations  
Property: Sonoma-Marin Area Rail Transit District  
Santa Rosa Property Located at 2 W 3<sup>rd</sup>. Street and 34 W. 6<sup>th</sup> Street  
APN(s): 010-171-019 and 010-166-003  
Negotiating Parties: Farhad Mansourian – ROEM Corporation
  - b. Conference with General Manager Farhad Mansourian, pursuant to California Government Code Section 54956.8 regarding real estate property negotiations  
Property: Railroad Right-of-Way Spur commencing at Mile Post 39.1 and located on or about 368 and 402 Petaluma Boulevard, Petaluma, CA  
Negotiating Parties: Farhad Mansourian – The Spanos Corporation (TSC)

- c. Conference with General Manager Farhad Mansourian, pursuant to California Government Code Section 54956.8 regarding real estate property negotiations  
Property/Segment(s):

Francisco Blvd West between Rice Drive and Second Street, San Rafael  
APN(s): 013-041-44/52/55/49; 013-021-35 and 011-279-04 (ROW)  
Negotiating Parties: Farhad Mansourian – City of San Rafael

APN(s): 011-279-03 Second St., 018-141-03 by Hwy. 101, San Rafael,  
018-191-07, 300 Larkspur Landing Circle, Larkspur  
Negotiating Parties: Farhad Mansourian – Gold Gate Bridge Highway and  
Transportation District

APN(s): 013-051-49; 013-041-54/53/56 at Rice Drive, San Rafael  
Negotiating Parties: Farhad Mansourian – Bacci

APN(s): 013-041-48, Right-of-Way Francisco Boulevard West and Rice Drive,  
San Rafael  
Negotiating Parties: Farhad Mansourian – State of California Department of  
Transportation

APN(s): 013-021-24, 250 Francisco Boulevard West, San Rafael  
Negotiating Parties: Farhad Mansourian – Miller

APN(s): 013-021-03, 240 Francisco Boulevard West, San Rafael  
Negotiating Parties: Farhad Mansourian – JBR San Rafael LLC.

Address: SMART Right-of-Way at San Rafael/Larkspur, Mile Post 17-14.7  
Negotiator: Farhad Mansourian

11. Report Out of Closed Session
12. Next Regular Meeting Board of Directors, April 19, 2017 – 1:30 PM – 5401 Old Redwood Highway, 1<sup>st</sup> Floor, Petaluma, CA 94954
13. Adjournment

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DOCUMENTS: Documents distributed by SMART for its monthly Board meeting or committee meetings, and which are not otherwise privileged, may be inspected at SMART's office located at 5401 Old Redwood Highway, Suite 200, Petaluma, CA 94954 during regular business hours. Documents may also be viewed on SMART's website at: [www.sonomamarintrain.org](http://www.sonomamarintrain.org). Materials related to an item on this Agenda submitted to SMART after distribution of the agenda packet are available for public inspection at the SMART Office. For information about accessing SMART meetings by public transit, use the trip planner at [www.511](http://www.511)



**BOARD OF DIRECTORS  
REGULAR MEETING MINUTES**

**March 15, 2017 - 1:30 PM**

5401 Old Redwood Highway, 1<sup>st</sup> Floor  
Petaluma, CA 94954

1. Call to Order

Chair Fudge called the meeting to order at 1:35 PM. Directors Arnold, Eddie, Hillmer Lucan, Moulton-Peters, Pahre, Phillips, Rabbitt, Russell, Sears and Zane were present. Director Mackenzie absent.

Chair Fudge welcomed Larkspur Vice Mayor and City Councilman Dan Hillmer, who was appointed to the SMART Board by the Marin County Council of Mayors and Council Members (MCCMC).

2. Approval of the February 15, 2017 Board Meeting Minutes

**MOTION:** Director Zane moved approval of February 15, 2017 minutes as presented. Director Sears second. The motion carries 11-0-0 (Director Mackenzie absent).

3. Public Comment on Non-Agenda Items

Ken Dickinson (San Rafael Meadows Resident) stated that the City of Petaluma has filed its Notice of Intent and declared its Notice of Establishment for a Quiet Zone. He asked if all the crossings in San Rafael and Novato are operational and up to Quiet Zone code and when San Rafael completes its Quiet Zone Notice of Intent, will SMART comply with the Notice of Establishment. He reported that the safety fence at Civic Center Station has been breached.

Janet Shirley (San Rafael Meadows Resident) stated that the community near the grade crossing known as Walter Place are most affected by the train horn noise and are tired of it. She understands that Quiet Zone implementation is a city decision. She asked if all the grade crossings in San Rafael have been deemed Quiet Zone compliant.

Bettina O'Brien suggested that SMART provide a pamphlet of restaurants near the stations. Chair Fudge stated this would be an excellent idea for the Chamber of Commerce.

Jerry Corda (Corda Family Dairy) has been a supporter of SMART. He addressed the following issues: 1) driveway has been flooded 5 times this year. This makes it difficult in an emergency; 2) the Corda family has no access to SMART's at-grade crossing and 3) the fencing is not adequate for cattle.

Cindy Winter addressed her concerns about the Rice/West Francisco Supplemental Environmental Assessment. She submitted her comment in writing to the Clerk of the Board.

Winscott Stokes proposed having a shuttle bus at SMART's Civic Center Station (Merrydale Road) which is less than a 10-minute commute to the Larkspur Ferry. He also proposed an adult rider discount based on actual total weekly trips. Also the Clipper® Card is an awesome tool. He submitted his comments in writing to the Clerk of the Board.

Duane Bellinger asked for clarification on Agenda Item 8b. He addressed his concerns about the Petaluma Property negotiations.

#### 4. Board Member Announcements

Director Zane stated that she interviewed with Aubrey Aquino on Comcast Newsmakers (<http://comcastnewsmakers.com/>) at SMART's Rail Operations Center representing Sonoma County Board of Supervisors and SMART. She discussed her role as a Director on SMART's Board and the new transportation option with SMART. She was asked about the status of the horn noise. Her response is that safety is SMART's primary concern during the testing phase and asked the public to be patient. Chair Fudge was interviewed as well and on Comcast Newsmakers and she underscored the need for safety around the new rail service. She emphasized that cars should not stop on train tracks and drivers need to be watchful and obey the signals and gates at grade crossings.

#### 5. General Manager's Report

General Manager Farhad Mansourian provided his written report to the Board.

He said that 13-of-14 DMU engines have been replaced. They continue to replace engines every weekend and should be completed by end of March 2017.

Mr. Mansourian announced that on Sunday, March 12<sup>th</sup>, Congressman Huffman held a meeting with representatives of the City of San Rafael, City of Larkspur, Transportation Authority of Marin, Marin Transit, Golden Gate Bridge, Highway and Transportation District and SMART regarding the San Rafael Transit Center as part of the Larkspur Extension Project. Agenda Item 7 is requested to be added *per Government Code Section 54954.2(b)(2) (2/3 Vote)*

**MOTION (2/3 votes):** Director Arnold moved approval to include the Report regarding latest design options for Bettini Transit Center, San Rafael. Director Sears second. The motion carries 11-0-0 (Director Mackenzie absent).

## Comments

District Counsel, Tom Lyons, stated that SMART will respond to the letter received from City of Petaluma regarding Quiet Zones. He said that SMART will not establish any Quiet Zones until all systems and safety testing is complete and certified by the Federal Railroad Administration.

Mr. Mansourian stated that SMART continues to run high speed and Positive Train Control (PTC) testing.

Director Phillips stated that he has had conversations with FRA, cities and Press Democrat Derek Moore about Quiet Zones. He is not sure who the driving force is—the cities or this Board. He suggested that SMART staff and Counsel provide the Board and the public information regarding Quiet Zones. Mr. Mansourian stated that SMART will respond to the City of Petaluma letter.

Director Rabbit stated that the County of Sonoma will be submitting a Quiet Zone application for Rohnert Park and Cotati. He thanked staff for the queue cutter installation at Fulton and Penngrove.

6. Consent
  - a. Approval of Monthly Financial Reports
  - b. Approve the expenses incurred

Chair Fudge asked for Board comments on the proposed consent agenda.

**MOTION:** Director Arnold moved approval of the Consent Agenda as presented. Director Lucan second. The motion carried 11-0-0 (Director Mackenzie absent).

7. *Additional /Changes to the Agenda (Government Code Section 54954.2(b)(2) (2/3 Vote))  
Report regarding latest design options for Bettini Transit Center, San Rafael*

General Manager Mansourian stated that the above agenda item is for information only. SMART staff, Golden Gate Bridge (GGB) and Marin Transit have been working together for over two years to resolve the Bettini Transit Center issues. The Larkspur Extension Project continues to move forward and staff will bring the design-build contract for your Board approval next month.

He introduced Golden Gate Bridge General Manager Denis Mulligan who gave a PowerPoint presentation of the alternative option for the reconfiguration of the San Rafael Transit Center (Bettini Transit Center) as part of SMART's Larkspur Extension Project. Mr. Mulligan provided a copy of the presentation to the Clerk of the Board which can also be found on the SMART's website.

Mr. Mulligan thanked the Board and staff for having the opportunity to present this item. He stated that Kimley Horn consultant was hired to evaluate locations and land use issues for the transit center placement; however, when SMART received funds for the Larkspur

Extension their scope was amended to include developing concepts for the Interim Transit Center. Kimley Horn was directed to minimize “throwaway costs” in their Interim Transit Center concepts, nothing that’s presented today will detract the good quality work that they prepared, however new sensitive issues occurred. The residents of City of San Rafael were concerned about traffic congestion in the Kimley Horn alternative concept where local streets were used for bus stops. Congressman Huffman suggested that an alternative solution be provided to address the residents of the City of San Rafael. He thanked SMART’s Assistant Engineer Ahmed Thleiji who assisted in the reconfigured designed. He provided visual illustration of testing with busses of the reconfigured transit center. The highlights and advantages of this design are:

- Avoids any new bus parking on the city streets;
- Avoids any new curb cuts or new red zones on city streets for bus parking;
- All construction associated with the Interim Transit Center occurs within the existing Transit Center;
- This design is responsive to the City’s concern regarding the Interim Transit Center using city streets.

Mr. Mulligan thanked Marin Transit, SMART and Golden Gate staff for the collaborative efforts in a very short time to come up with an interim solution for the Bettini Transit Center.

#### Comments

Chair Fudge thanked everyone who worked numerous hours to resolve Bettini Transit Center issues.

Director Sears stated that the bus-driver testing was carefully conducted with an experienced and a probationary bus driver.

Director Phillips thanked and acknowledged all SMART staff and other agencies that worked to resolve the Bettini Transit Center issues.

Director Arnold stated with a sign of relief the tsunami-proportioned issue has been resolved and thanked everyone.

Director Pahre stated that the Golden Gate Bridge bus drivers are exemplary and she thanked everyone that worked on this issue.

Lastly, Chair Fudge stated she looks forward to ribbon cutting of the New Bettini Transit Center.

Chair Fudge adjourned the Board to closed session at 2:20PM to discuss the following:

8. Closed Session
  - a. Conference with General Manager Farhad Mansourian, pursuant to California Government Code Section 54956.8 regarding real estate property negotiations  
 Property: Sonoma-Marín Area Rail Transit District  
                   Santa Rosa Property Located at 2 W. 3<sup>rd</sup> Street and 34W. 6<sup>th</sup> Street  
 APN(s): 010-171-019 and 010-166-033  
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  - b. Conference with General Manager, Farhad Mansourian, pursuant to Government Code Section 54956.8 regarding real estate property negotiations  
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 Negotiating Parties: Farhad Mansourian – The Spanos Corporation (TSC)
  - c. Conference with Legal Counsel and Chief of Police regarding security of public services and public facilities pursuant to California Government Code Section 54957
  - d. Conference with Legal Counsel regarding initiation of an action or to decide whether to initiate an action pursuant to California Government Code Section 54956.9(d)(4)

9. Report Out of Closed Session

Chair Fudge reported out of closed session at 4:26 PM on the following:

- a. Conference with General Manager Farhad Mansourian, pursuant to California Government Code Section 54956.8 regarding real estate property negotiations  
 Property: Sonoma-Marín Area Rail Transit District  
                   Santa Rosa Property Located at 2 W. 3<sup>rd</sup> Street and 34W. 6<sup>th</sup> Street  
 APN(s): 010-171-019 and 010-166-033  
 Negotiation Parties: Farhad Mansourian and ROEM Corporation  
*Report Out: Direction given to staff.*
- b. Conference with General Manager, Farhad Mansourian, pursuant to Government Code Section 54956.8 regarding real estate property negotiations  
 Property: Railroad Right Of Way Spur commencing at Milepost (MP) 39.1 and located on or about 368 and 402 Petaluma Boulevard, Petaluma  
 Negotiating Parties: Farhad Mansourian – The Spanos Corporation (TSC)  
*Report Out: Direction given to staff.*
- c. Conference with Legal Counsel and Chief of Police regarding security of public services and public facilities pursuant to California Government Code Section 54957  
*Report Out: Information report was provided to the Board.*

- d. Conference with Legal Counsel regarding initiation of an action or to decide whether to initiate an action pursuant to California Government Code Section 54956.9(d)(4)

*Report Out: Direction given to staff.*

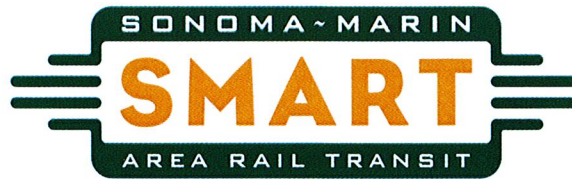
- 10. Next Regular Meeting Board of Directors, April 5, 2017 – 1:30 PM – 5401 Old Redwood Highway, 1<sup>st</sup> Floor, Petaluma, CA 94954
- 11. Adjournment – Meeting adjourned at 4:27PM

Respectfully submitted,

Leticia Rosas-Mendoza  
Clerk of the Board

Approved: \_\_\_\_\_





April 5, 2017

**Debora Fudge, Chair**  
Sonoma County Mayors and  
Councilmembers Association

**Kathrin Sears, Vice Chair**  
Marin County Board of Supervisors

**Judy Arnold**  
Marin County Board of Supervisors

**Jim Eddie**  
Golden Gate Bridge,  
Highway/Transportation District

**Dan Hillmer**  
Marin Council of Mayors and  
Councilmembers

**Eric Lucan**  
Transportation Authority of Marin

**Jake Mackenzie**  
Sonoma Mayors and Councilmembers  
Association

**Barbara Pahre**  
Golden Gate Bridge,  
Highway/Transportation District

**Gary Phillips**  
Transportation Authority of Marin

**David Rabbitt**  
Sonoma County Board of Supervisors

**Carol Russell**  
Sonoma Mayors and Councilmembers  
Association

**Shirlee Zane**  
Sonoma County Board of Supervisors

**Farhad Mansourian**  
General Manager

  
5401 Old Redwood Highway  
Suite 200  
Petaluma, CA 94954  
Phone: 707-794-3330  
Fax: 707-794-3037  
www.sonomamarintrain.org

Sonoma-Marín Area Rail Transit Board of Directors  
5401 Old Redwood Highway, Suite 200  
Petaluma, CA 94954

**SUBJECT:** Passenger Code of Conduct

Dear Board Members:

**RECOMMENDATION:**

Approve the recommended SMART Passenger Code of Conduct.

**SUMMARY:**

As we begin passenger service in the near future, we are constantly striving to prepare for a positive experience for our riders. Part of that preparation entails establishing a Code of Conduct which all passengers can honor.

The Code of Conduct includes both general etiquette- behavior that cannot be enforced by a citation, and some conduct that is prohibited by infractions and misdemeanors. Other transit agencies use a Code of Conduct/Rules of riding as a guiding document for appropriate behavior on-board their transit system.

The Code of Conduct is intended to provide for the safety and security of transit passengers, and/or the safe and secure operation of the transit system.

Once approved, this Code of Conduct will be posted on our website and inside each train car.

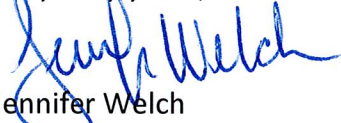
During the May 4, 2016, Board of Directors workshop, a draft Code of Conduct was presented to your Board for discussion and suggestions. The comments were reviewed and incorporated into the attached Code of Conduct for your Board's approval.

Some incorporated changes include clarifications of "Cell Phone" usage, a broader definition of "Ticket" to allow for mobile tickets and adding pants to the required "Attire".

**FISCAL IMPACT:** None

**REVIEWED BY:**  Finance        Administration \_\_\_\_\_  
 Counsel        Engineering \_\_\_\_\_  
 HR \_\_\_\_\_       other \_\_\_\_\_

Very truly yours,

  
Jennifer Welch  
Chief of Police

Attachment(s): SMART's Passenger Code of Conduct

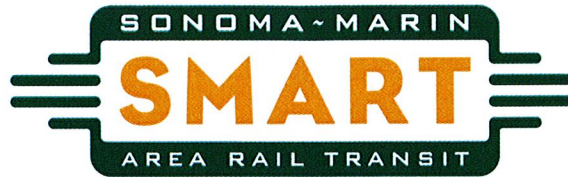


## CODE OF CONDUCT

- **Alcohol:** Possession of an open container containing an alcoholic beverage or consumption of alcoholic beverages is strictly prohibited on all SMART vehicles, at all SMART Facilities, and on SMART property. This shall not apply to alcohol purchased on-board a SMART train.
- **Attire:** Pants, shirts and shoes required at all times.
- **Behavior:** No loud, profane, threatening or disruptive speech.
- **Bikes:** Allowed on all trains in specific areas as space permits; one bike per passenger.
- **Boarding:** Be prepared to board and disembark promptly.
- **Cell Phones:** Use of cell phones or electronic equipment is allowed as long as it does not disturb other passengers.
- **Children:** Must be supervised. Strollers should be clear of the aisle way.
- **Doors:** Do not lean on, block or hold open doorways.
- **Drinking and eating:** Consumption of food/drink in a manner that does not damage SMART equipment or create a disruption to other passengers is permitted on trains and platforms.
- **Hazardous Materials:** With the exception of oxygen for personal medical use, materials considered as hazardous by the U.S. Department of Transportation are not permitted on SMART property.
- **Hover Boards:** Battery powered, wheeled, personal transport devices, commonly known as and commercially marketed as “hover boards” cannot be transported on SMART trains, or property.
- **Loitering:** No person shall loiter about SMART owned property and trains without authorization of SMART.
- **Luggage and Other Belongings:** Passengers’ belongings must not block seats, aisles, doorways or exits. Luggage should not exceed 25lbs in overall weight.
- **Music:** Only allowed through headphones that cannot be heard by other passengers.

- **No Smoking:** No person shall smoke any material, via any means, including cigarettes, cigars, pipes, electronic cigarettes, marijuana and vaporizers (“vapes”), which permits a person to inhale and/or exhale smoke, vapors, or mists, on any SMART vehicle, at any SMART Transit Facility, and on SMART property.
- **Personal shopping carts:** Must fit between the seats and not extend into the aisle and block walkways and exits. They may not take up a separate seat space.
- **Seats:** Please respect seating for other passengers, “NO FEET ON THE SEATS.” Personal belongings must not block seats during peak hours; each passenger may only occupy ONE seat. Elderly and passengers with disabilities get first access to priority seats by law.
- **Service Animals & Pets:** Service animals are animals that are individually trained to perform tasks for people with disabilities. Service animals may travel on vehicles, subject to the following conditions:
  - Must remain on a leash or harnessed except when performing work or tasks where such tethering would interfere with the animal’s ability to perform.
  - Must remain under the owner’s control and not pose a direct threat to the health or safety of others.
  - Remain in a down or sit position. Service animals may not block the aisle of the vehicle or occupy a seat.
- **Pets:** Small pets allowed only in proper enclosed pet carriers. The carrier must be on the floor/lap and not on a seat.
- **Soliciting:** Unapproved solicitors are not permitted.
- **Tickets:** Paid fare required in fare paid zones on platforms and on trains.
- **Weapons:** Are not allowed on SMART property.





April 5, 2017

**Debora Fudge, Chair**  
 Sonoma County Mayors and  
 Councilmembers Association

**Kathrin Sears, Vice Chair**  
 Marin County Board of Supervisors

**Judy Arnold**  
 Marin County Board of Supervisors

**Jim Eddie**  
 Golden Gate Bridge,  
 Highway/Transportation District

**Dan Hillmer**  
 Marin Council of Mayors and  
 Councilmembers

**Eric Lucan**  
 Transportation Authority of Marin

**Jake Mackenzie**  
 Sonoma Mayors and Councilmembers  
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Sonoma-Marín Area Rail Transit Board of Directors  
 5401 Old Redwood Highway, Suite 200  
 Petaluma, CA 94954

**SUBJECT:** Authorize General Manager to Execute Agreement with Parkmobile, LLC, for a Charge-to-Park Pilot Program and Consider Parking Rates

Dear Board Members:

**RECOMMENDATION:**

Authorize General Manager to Execute a Parking Services Demonstration Agreement with Parkmobile, LLC and set parking rates for SMART lots.

**SUMMARY:**

We have been working hard on ways to assist the public in accessing SMART train services, including the integration of SMART rail schedules with local transit providers, as well as projects to enhance access to SMART trains by pedestrians and bicycles. We also have built our own park-and-ride lots at three stations: Novato-Hamilton (115 spaces), Novato-San Marin (44 spaces) and Rohnert Park (105 spaces). And recently, your Board has approved parking at Petaluma Downtown (approx. 50 spaces) and Sonoma County Airport Station (approx. 50 spaces). In addition to SMART-owned stations, we have negotiated parking spaces at the Marin County Civic Center Station through the County of Marin. Any parking fees generated at Marin County-owned parking will be paid back to the County of Marin, if any.

All financial models have assumed that SMART will charge for parking at its lots. The ability to charge a nominal fee for parking in our lots will deter non-commuters from utilizing the space needed for SMART riders and provide SMART with another tool to identify vehicles left overnight and/or for an extended period of time.

Charging for parking can lead to expensive infrastructure and security challenges if SMART were to install and operate parking fee collection equipment. Today we are recommending an alternative option for paid parking on a trial basis.

We recommend approving an agreement for a pilot demonstration program using the "Parkmobile mobile payment system". This recommendation establishes a 18 month trial period for parking charges. It builds on the successful demonstration of Parkmobile technology at the Larkspur Ferry parking lot by the Golden Gate Bridge Highway and Transportation District, but does not commit SMART to significant expenditures.

With this system, customers register for free and can then use the internet, a toll-free telephone service or download a mobile smartphone App.

Customers can then conduct a parking transaction by use of the Park mobile system. Minimal SMART effort or resources will be required to implement. To collect the parking fee, there will be no hardware or software to purchase, install, construct or maintain, other than painting numbers on the parking stalls. Parkmobile handles all transactions and customer service. Parkmobile transactions are linked to the license number of the vehicle parking in the lot, and to the stall number entered by the customer. There is no need to display tickets on a dashboard. Data matching stall numbers and license plates will be provided to SMART security, who can provide enforcement by checking all stalls not associated with payment on the daily register.

Parkmobile presents a number of advantages to SMART:

- A. Parkmobile offers a very flexible solution. Users can pay either with credit card or with PayPal account linked to a checking account. The system therefore accommodates those who wish to pay by credit card and can also accommodate those who wish to pay cash by using PayPal. Users can pay via internet, toll free number or smartphone.
- B. Parkmobile is one of the only vendors that allows for a monthly permit, as well as daily parking.
- C. Parkmobile is experienced with applicable California privacy laws. It is certified in security standards by the Payment Card Industry Council (PCI Certified). Protecting SMART customer privacy is a high priority and will be met by Parkmobile.
- D. Parkmobile is compliant with the Americans with Disabilities Act (ADA) including, among other features 24/7 toll free TTY access to its Help Desk.
- E. Parkmobile is the provider for a number of local government agencies, including the Cities of Vallejo, Oakland, Sausalito and the Presidio Trust. Parkmobile's pilot project at the Golden Gate Ferry Larkspur parking lot has been successful, and other local government partners are satisfied and have given Parkmobile good references.
- F. Parkmobile's pricing proposal is fair and reasonable and is the same as that provided to other local governments.

Under the proposed demonstration pilot program, SMART will pay Parkmobile the following fees not to exceed:

- Customers using Mobile App per transactions: \$0.45
- Customers using Web page per transaction: \$0.50
- Customers buying Monthly Permit: \$1.00

The one-time set up cost to SMART by Parkmobile is \$500.00 for the monthly permit program with a company that has experience and a solid reputation with public entities for similar programs.


Data was collected from other transit agencies on parking fees. Based on this comparison, we recommend a flat rate of \$2 and a monthly rate of \$20.


Staff will provide a report at the end of the 18 month demonstration period.

Below is a summary of parking costs at Bay Area Transit Facilities:

Agency	Cost Daily	Cost Monthly	Payment Method	Notes
Golden Gate Ferry	\$2	\$20	Parkmobile	Weekends Free
BART	\$5, \$6, \$11	\$30 - \$115.50	Cash EZ Rider thru Clipper	Station specific cost
Caltrain	\$5	\$50	Linked with Clipper	Monthly only sold in conjunction with monthly pass
ACE	Free			Most stations free, San Jose + Santa Clara are Caltrain managed
Marin Airporter	\$4, \$6			Parking varies depending on location: Hamilton: \$4; San Rafael: Metered Street; Andersen Drive: \$6; Seminary Drive: Street; Larkspur: No Parking; Manzanitas & Spencer Ave: Caltrans P&R
SolTrans Park N Ride Hub	\$3	\$40	Parkmobile	
Fairfield Transportation Center	\$1.50	\$30	Kiosk	
Vallejo Waterfront	\$5.00	\$20	Kiosk, online, Parkmobile	
<b>SMART</b>	<b>\$2</b>	<b>\$20</b>	<b>Parkmobile</b>	

**FISCAL IMPACT:** Cost of \$500 is included in the FY 2016-17 budget.

**REVIEWED BY:**     Finance                        Administration \_\_\_\_\_  
                           Counsel                        Engineering \_\_\_\_\_  
                           HR \_\_\_\_\_                                       other \_\_\_\_\_

Very truly yours,  
  
 Jennifer Welch  
 Chief of Police





**Debra Fudge, Chair**  
Sonoma County Mayors and Councilmembers Association

**Kathrin Sears, Vice Chair**  
Marin County Board of Supervisors

**Judy Arnold**  
Marin County Board of Supervisors

**Jim Eddie**  
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Marin Council of Mayors and Councilmembers

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April 5, 2017

Sonoma-Marin Area Rail Transit Board of Directors  
5401 Old Redwood Highway, Suite 200  
Petaluma, CA 94954

**SUBJECT:** Parking Lot Regulations

Dear Board Members:

**RECOMMENDATION:**

Approve the recommended SMART Parking Lot Regulations for Enforcement

**SUMMARY:**

SMART owns and is responsible for parking lots in both Marin and Sonoma Counties. Part of the responsibility in maintaining these parking lots is ensuring the parking lots are used for their intended purpose; providing parking to SMART riders. Over the last few months with the completion of parking lot construction, we have observed an increased use of our parking lots for purposes other than SMART.

Last year, your Board adopted agreements with both Marin and Sonoma Counties to adopt parking fine schedules for existing vehicle code violations. Many existing vehicle code violations can and will be used in SMART’s parking lots as necessary. Existing codes include but are not limited to handicap parking violations, parked in loading zone and parked blocking traffic. Additionally, pursuant to existing vehicle code, vehicles parked over 72 hours can be towed at owner’s expense.

There are specific regulations public agencies can adopt for specific enforcement in parking lots pursuant to California Vehicle Code 21113:

- (a) (1) Except as provided in paragraph (2), a person shall not drive a vehicle or animal, or stop, park, or leave standing a vehicle or animal, whether attended or unattended, upon the driveways, paths, parking facilities, or the grounds of any of the following:
- (E) A rapid transit district, transit development board, transit district, public transportation agency, county transportation commission created pursuant to Section 130050 of the Public Utilities Code, or a joint powers agency operating or managing a commuter rail system.



(b) A governing board, legislative body, or officer shall erect or place appropriate signs giving notice of any special conditions or regulations that are imposed under this section and the governing board, legislative body, or officer shall also prepare and keep available at the principal administrative office of the governing board, legislative body, or officer, for examination by all interested persons, a written statement of all those special conditions and regulations adopted pursuant to this section.

(c) When a governing board, legislative body, or officer permits public traffic upon the driveways, paths, parking facilities, or grounds under their control then, except for those conditions imposed or regulations enacted by the governing board, legislative body, or officer applicable to the traffic, all the provisions of this code relating to traffic upon the highways shall be applicable to the traffic upon the driveways, paths, parking facilities, or grounds.

Abandoned vehicles, vehicles using SMART lots as an overflow parking lot and the potential for other criminal activity are all concerns. Posting parking regulations in SMART-owned parking lots will allow for SMART and other law enforcement agencies to have enforcement tools to deter criminal behavior or long-term parking in our parking lots.



Other public agencies, such as cities, counties and Caltrans, adopt additional regulations under Board of Director authority pursuant to California Vehicle Code 21113 to adopt and post special conditions within the parking lots.

We recommend the following special conditions for SMART-owned parking lots:

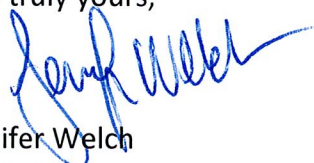
1. Commuter Parking Only
2. No Parking from 12am (midnight) to 4am
3. Vehicles shall not be parked outside of designated parking space or left in excess of 72 hours and will be towed at owner's expense
4. Paid parking required (Upon Approval of parking fee structure)

Upon approval, appropriate signage will be posted in all SMART owned parking lots and on our website.

**FISCAL IMPACT:** None. Parking enforcement costs are included in the Fiscal Year 2016-17 budget.

REVIEWED BY:  Finance                        Administration \_\_\_\_\_  
 Counsel                        Engineering \_\_\_\_\_  
 HR \_\_\_\_\_                       other \_\_\_\_\_

Very truly yours,



Jennifer Welch  
Chief of Police



April 5, 2017

**Debora Fudge, Chair**  
 Sonoma County Mayors and  
 Councilmembers Association

**Kathrin Sears, Vice Chair**  
 Marin County Board of Supervisors

**Judy Arnold**  
 Marin County Board of Supervisors

**Jim Eddie**  
 Golden Gate Bridge,  
 Highway/Transportation District

**Dan Hillmer**  
 Marin Council of Mayors and  
 Councilmembers

**Eric Lucan**  
 Transportation Authority of Marin

**Jake Mackenzie**  
 Sonoma Mayors and Councilmembers  
 Association

**Barbara Pahre**  
 Golden Gate Bridge,  
 Highway/Transportation District

**Gary Phillips**  
 Transportation Authority of Marin

**David Rabbitt**  
 Sonoma County Board of Supervisors

**Carol Russell**  
 Sonoma Mayors and Councilmembers  
 Association

**Shirlee Zane**  
 Sonoma County Board of Supervisors

**Farhad Mansourian**  
 General Manager



5401 Old Redwood Highway  
 Suite 200  
 Petaluma, CA 94954  
 Phone: 707-794-3330  
 Fax: 707-794-3037  
 www.sonomamarintrain.org

Sonoma-Marina Area Rail Transit Board of Directors  
 5401 Old Redwood Highway, Suite 200  
 Petaluma, CA 94954

**SUBJECT:** Request for Allocation of Bridge Toll funds for the SMART Downtown San Rafael to Larkspur Rail Extension Project

Dear Board Members:

**RECOMMENDATION:**

Approve Resolution No. 2017-01 requesting allocation of \$13,275,000 in Regional Measure 2 Bridge Toll funds for the Downtown San Rafael to Larkspur Rail Extension Project, including submittal of all required Metropolitan Transportation Commission documents.

**SUMMARY:**

In September 2014, the Metropolitan Transportation Commission (MTC) programmed \$20 million of Regional Measure 2 Bridge Tolls to SMART to support a full funding plan for the rail connection to Larkspur. The December 2015 adoption of the federal budget and the inclusion of the San Rafael to Larkspur Rail Extension Project in the Fiscal Year 2016 Federal Transit Administration (FTA) Small Starts Program for a total of \$22.533 million in Section 5309 funds resulted in a full funding plan to complete the rail connection.

We have continued to advance the implementation of the Larkspur extension by beginning engineering work while working with the FTA on required Small Starts Project Development documents. The FTA requires all other fund sources dedicated to a project be "secured" or allocated prior to the FTA signing grant agreements with a project sponsor. With the completion of the full funding plan for the project, we are allowed to request an allocation of the Regional Measure 2 Bridge Toll funds towards the project development and engineering work. Your Board authorized an initial request in February 2016 and MTC allocated \$625,000 in Bridge Toll funds towards the engineering work from July 1, 2016, forward. Included in the work is ongoing coordination with outside agencies and preparation of contract documents to construct the rail extension.



With regards to the full funding plan for the Larkspur Extension, note that in August and September 2015, your Board, the Sonoma County Transportation Authority (SCTA) and MTC took actions to exchange \$6.1 million of the Regional Measure 2 Bridge Toll funds programmed for the Larkspur Rail Extension for discretionary federal funds, leaving a balance in Regional Measure 2 of \$13.9 million to the SMART Downtown San Rafael to Larkspur Rail Extension Project. This resulted in the SMART Downtown San Rafael to Larkspur Rail Extension Project have a full funding plan consisting of \$22.533 million in FTA Section 5309 Small Starts funds, \$6.1 million of FTA Section 5307 funds, and \$13.9 million in Regional Measure 2 Bridge Toll funds.

In an effort to offset the approximately \$8 million of costs within the project for systems and train control work, SMART successfully competed in 2016 for \$3 million in Federal Railroad Administration (FRA) Positive Train Control Implementation funding. In addition, on March 15, 2017, your Board received a report presented in partnership with the General Manager of the Golden Gate Bridge, Highway and Transportation District on the mutually agreed upon reconfiguration of the San Rafael Bettini Transit Center to be constructed as part of the Larkspur extension. Because this work creates additional scope and cost to the project, we will utilize \$3.2 million in redirected federal earmark funds for the work. With the addition of the \$3 million in FRA funds and \$3.2 million in redirected federal funds for the Bettini reconfiguration, the project funding plan and cost estimate was revised to \$48.7 million.

MTC requires your Board to adopt a resolution authorizing the request for allocation of bridge toll funds for the Larkspur extension. MTC also requires that any allocation of bridge toll funds for rail extensions must meet the condition of compliance with MTC's Transit Oriented Development Policy. That policy requires a system-wide minimum average of 2,200 housing units per station. Note that incorporation of the Larkspur Station into the SMART system maintains SMART's compliance with this MTC policy, because there will be an average of 2,270 housing units within a half-mile of operating SMART stations.

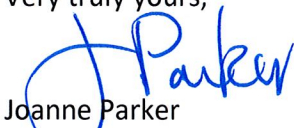
This requested allocation of bridge toll funds requires the submittal of the attached draft Initial Project Report and approved resolution by the SMART Board to MTC for formal consideration. SMART staff recommends these actions.

**FISCAL IMPACT:** Approval is necessary for access to \$13,275,000 for the Larkspur Rail Extension Project.

**REVIEWED BY:**

<input checked="" type="checkbox"/>	Finance		<input type="checkbox"/>	Administration	_____
<input checked="" type="checkbox"/>	Counsel		<input type="checkbox"/>	Engineering	_____
<input type="checkbox"/>	HR	_____	<input type="checkbox"/>	Other	_____

Very truly yours,

  
 Joanne Parker  
 Programming and Grants Manager

Attachment(s): 1) Resolution No. 2017-01  
 2) SMART Downtown San Rafael to Larkspur Rail Extension Project – Draft Initial Project Report

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AUTHORIZING BRIDGE TOLL ALLOCATION REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE SMART DOWNTOWN SAN RAFAEL TO LARKSPUR RAIL EXTENSION PROJECT**

---

**WHEREAS**, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, Regional Measure 2 was approved by the voters of the San Francisco Bay Area on March 2, 2004; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 (RM2) funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and

**WHEREAS**, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, the Sonoma-Marín Area Rail Transit District (“SMART”) is an eligible sponsor of transportation project(s) for regional Bridge Toll funds; and

**WHEREAS**, the SMART Downtown San Rafael to Larkspur Rail Extension Project is included in the Regional Transportation Plan; and

**WHEREAS**, MTC is proposing to program and allocate regional Bridge Toll revenues to SMART; and

**WHEREAS**, MTC intends to require as a condition of its allocation of bridge toll funds to the PROJECT that SMART and MTC execute a funding agreement, and such agreement would specify the policies and procedures applicable for use of the bridge toll funds;

**WHEREAS**, the regional Bridge Toll allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose,

schedule, budget, expenditure and cash flow plan for which SMART is requesting that MTC allocate regional bridge toll funds;

**NOW, THEREFORE BE IT RESOLVED**, that the Board of Directors of SMART hereby finds, determines, declares and orders that SMART and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636) for the regional Bridge Toll funds; and be it further

**RESOLVED**, that SMART certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that the bridge toll funds phase or segment is fully funded and results in an operable and usable segment; and be it further

**RESOLVED**, that SMART is authorized to submit an application for RM2 funds for the PROJECT in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that SMART approves the draft Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that SMART approves the draft cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that SMART has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the Initial Project Report, attached to this resolution; and, be it further

**RESOLVED**, that SMART is an eligible project sponsor of projects funded by regional bridge toll funds, including in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that SMART certifies that the projects and purposes for which regional bridge toll funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to SMART making allocation requests for regional bridge toll funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of SMART to deliver such project; and be it further

**RESOLVED**, that SMART agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set for in MTC Resolution 3866; and be it further

**RESOLVED**, that SMART indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of SMART, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of regional bridge toll funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of bridge toll funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that SMART shall, if any revenues or profits from any non-governmental use of property (or project) arise, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operation costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

**RESOLVED**, that assets purchase with bridge toll funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share for the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that regional bridge toll funds were originally used; and be it further

**RESOLVED**, that SMART shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Bridge Toll Revenues; and be it further

**RESOLVED**, that SMART authorizes its General Manager, or his/her designee, to execute and submit an allocation request with MTC for Bridge Toll Funds in the amount of \$13,275,000 for the SMART Downtown San Rafael to Larkspur Rail Extension Project, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that the General Manager, or his/her designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR and he/she deems appropriate.

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of SMART application referenced herein.

**PASSED AND ADOPTED** at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 5<sup>th</sup> day of April, 2017, by the following vote:

**DIRECTORS:**

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Debora Fudge, Chair, Board of Directors  
Sonoma-Marín Area Rail Transit District

ATTEST:

\_\_\_\_\_  
Leticia Rosas-Mendoza, Clerk of the Board of Directors  
Sonoma-Marín Area Rail Transit District

**DRAFT SMART LARKSPUR RAIL EXTENSION**  
**INITIAL PROJECT REPORT**

## Bridge Toll/Regional Measure 2 Initial Project Report (IPR)

---

**Project Title:** SMART Downtown San Rafael to Larkspur Rail Extension

**RM2 Project No.** 10.4

**Allocation History:**

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
<b>#1:</b>	<b>12/21/16</b>	<b>625,000</b>	<b>PSE</b>
<b>#2</b>			
<b>#3</b>			

**Total: \$625,000**

**Current Allocation Request:**

<b>IPR Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
<b>April 5, 2017</b>	<b>\$2,430,000</b>	<b>ROW</b>
<b>April 5, 2017</b>	<b>\$10,845,000</b>	<b>CON</b>



**DRAFT SMART LARKSPUR RAIL EXTENSION**  
**INITIAL PROJECT REPORT**

**I. OVERALL PROJECT INFORMATION**

**A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

SMART District

**B. Project Purpose**

The purpose of the project is to construct civil track, crossings, bridges, systems, one station and other work associated with the construction of the SMART commuter rail extension from Downtown San Rafael to Larkspur. The 2.1 mile project will close a critical gap in the Regional Rail Network and connect SMART's 43-mile Phase 1 project from Sonoma County Airport Boulevard in the north to regional ferry services at Larkspur. The project is included in the Federal Transit Administration's Capital Investment Grant Small Starts Program.

**C. Project Description (please provide details)**

**Project Graphics to be sent electronically with This Application**

This project will reconstruct mainline SMART track with continuously welded rail and concrete ties and includes bridge rehabilitation and replacement, civil and systems construction, environmental permitting, reconfiguration of the Bettini Transit Center and construction of a passenger rail station.

**D. Impediments to Project Completion**

No significant impediments to project completion. SMART has entered into a Memorandum of Understanding with the City of San Rafael to eliminate two at-grade rail crossings through the realignment of Francisco Boulevard West, to complete the right-of-way exchange necessary to implement this portion of the project, and to authorize SMART to manage the implementation of the Andersen Drive Crossing Project.

**E. Operability**

The SMART District will operate this project with sales tax funds secured for that purpose. No additional fleet acquisitions are necessary to operate this facility.

**II. PROJECT PHASE DESCRIPTION and STATUS**

**F. Environmental –**

Does NEPA Apply:  Yes  No

CEQA document for the SMART project completed in June 2008 and NEPA clearance was received from the FTA in May 2015.

**G. Design –**

Engineering design for the project is underway through a contract with RailPros procured by SMART in December 2015 with oversight from the FTA. This work will support the procurement of a design/build contractor. Design/Build contract proposals were received February 14, 2017. Evaluations of the proposals have been underway since and a contract award recommendation is anticipated to be considered by the SMART Board in April 2017.

**DRAFT SMART LARKSPUR RAIL EXTENSION**  
**INITIAL PROJECT REPORT**

**H. Right-of-Way Activities / Acquisition –**

Publically owned railroad right-of-way will be used for this project. Minor acquisitions will occur with the City of San Rafael, Caltrans and private land holders to facilitate the swapping of locations for Francisco Boulevard West and the SMART tracks in order to eliminate two at-grade crossings and provide space for a future non-motorized pathway.

**I. Construction -**

Using a combination of funding sources this project will construct 2.1 miles of commuter rail from Downtown San Rafael to Larkspur utilizing existing mainline rail right-of-way. The project will add one station into the SMART system (Larkspur) and includes guideway track and bridges, systems, and reconfiguration of the Bettini Transit Center in San Rafael through a Design/Build construction contract and a contract for systems implementation. The project will utilize the Regional Measure 2-funded Cal Park Hill Tunnel and Multi-Use Pathway project, completed in December 2010, by completing construction of the guideway track through the tunnel to connect San Rafael and Larkspur by rail.

**III. PROJECT BUDGET**

**J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	3,125
Right-of-Way Activities /Acquisition (R/W)	2,430
Construction / Rolling Stock Acquisition (CON)	43,183
<b>Total Project Budget (in thousands)</b>	<b>48,738</b>

**K. Project Budget (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	3,125
Right-of-Way Activities /Acquisition (R/W)	2,430
Construction / Rolling Stock Acquisition (CON)	43,183
<b>Total Project Budget (in thousands)</b>	<b>48,738</b>

**L. Project Budget – Deliverable Segment (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	3,125
Right-of-Way Activities /Acquisition (R/W)	2,430
Construction / Rolling Stock Acquisition (CON)	43,183
<b>Total Project Budget (in thousands)</b>	<b>48,738</b>

**DRAFT SMART LARKSPUR RAIL EXTENSION**  
**INITIAL PROJECT REPORT**

**M. Project Budget – Deliverable Segment(De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	3,125
Right-of-Way Activities /Acquisition (R/W)	2,430
Construction / Rolling Stock Acquisition (CON)	43,183
<b>Total Project Budget (in thousands)</b>	<b>48,738</b>

**IV. OVERALL PROJECT SCHEDULE**

<b>Phase-Milestone</b>	<b>Planned (Update as needed)</b>	
	<b>Start Date</b>	<b>Completion Date</b>
Environmental Document (ENV – CEQA/NEPA)		6/2008 5/2105 (NEPA)
Final Design - Plans, Specs. & Estimates (PS&E)	4/1/2016	7/1/2017
Right-of-Way Activities /Acquisition (R/W)	1/1/2017	7/1/2017
CON (Design/Build Contract)	4/19/2017	7/1/2019

**V. ALLOCATION REQUEST INFORMATION**

**N. Description of Allocation Request**

This bridge toll allocation request will support the minor right-of-way acquisitions necessary for the project, all design and construction within the design/build contract and systems contract, as well as construction management, testing and project start up.

Amount being requested (in escalated dollars)	\$13,275,000
Project Phase being requested	ROW/CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	4/5/17
Month/year being requested for MTC Commission approval of allocation	4/2017

**DRAFT SMART LARKSPUR RAIL EXTENSION**  
**INITIAL PROJECT REPORT**

**O. Status of Previous Allocations (if any)**

Previous allocation of \$625,000 is being drawn down for design and project development work underway since July 1, 2016. These funds will support work through Request for Proposals of the design/build process, submitted February 14, 2017, as well as the negotiation phase and the initial award of the design/build document anticipated in April 2017.

**P. Workplan**

Workplan in Alternate Format Enclosed

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
	<b>ROW</b>	<b>Acquisition of parcels to enable the swapping of Francisco Boulevard W. and the SMART tracks</b>	<b>6/1/17</b>
	<b>Design w/in DB Contract</b>	<b>Completion of 100% Design Package</b>	<b>9/14/17</b>
	<b>Construction</b>	<b>Completion of Fixed Infrastructure Construction</b>	<b>8/11/18</b>
	<b>Service Testing/Start Up</b>	<b>Completion of Pre-Revenue Service Tests</b>	<b>11/19/18</b>
	<b>Revenue Service Date</b>	<b>Start of Passenger Revenue Services</b>	<b>11/20/18</b>

**Q. Impediments to Allocation Implementation**

None.

**VI. RM-2 FUNDING INFORMATION**

**R. RM-2 Funding Expenditures for funds being allocated**

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

**S. Next Anticipated RM2 Allocation Request.**

None.

**VII. GOVERNING BOARD ACTION**

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: Scheduled April 5, 2017, SMART Board meeting.

**RM-2 Initial Project Report**

**TOTAL PROJECT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension		Project ID: 10.4													
Agency: Sonoma-Marín Area Rail Transit District (SMART)		Date: 3/30/2017													
Fund Source	Phase	Prior	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	TOTAL
<b>COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)</b>															
FTA 5309	PSE						2,500								2,500
FTA 5309	CON							20,033							20,033
CMAQ	CON							6,100							6,100
FRA PTC	CON								3,000						3,000
FHWA Repurpose Earmark	CON								3,205						3,205
Regional Bridge Tolls	PSE								625						625
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>															
Regional Bridge Tolls	ROW								2,430						2,430
Regional Bridge Tolls	CON								10,845						10,845
<b>FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)</b>															
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL</b>															
		Prior	20010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	TOTAL
							2,500	26,133	20,105						48,738

Comments:

--

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding. Eligible Phases: ENV (or PA&E), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**RM-2 Initial Project Report**

**DEFINED SEGMENT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension		Project ID: 10.4													
Agency: Sonoma-Marina Area Rail Transit District (SMART)		Plan Date: 03/30/17													
<b>RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project</b>															
Fund Source	Phase	Prior	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future Committed	TOTAL
FTA 5309	PSE						2,500								2,500
FTA 5309	CON							6,100	20,033						20,033
CMAQ	CON														6,100
RM-2 Bridge Tolls	PSE								625						625
RM-2 Bridge Tolls	ROW								2,430						2,430
RM-2 Bridge Tolls	CON								10,845						10,845
FRA PTC	CON								3,000						3,000
FHWA Repurposed Earmark	CON								3,205						3,205
<b>RM-2 SEGMENT FUNDING TOTAL</b>		Prior	20010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future Committed	TOTAL
							2,500	6,100	40,138						48,738

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)  
 Enter funds on the RM-2 Deliverable Phase or Segment; ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.  
 Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.  
 Eligible Phases: ENV (or PA&ED), PS&E, RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**RM-2 Initial Project Report**

**RM-2 FUNDING CASH FLOW PLAN For Allocation  
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension		Project ID: 10.4												
Agency: Sonoma-Marin Area Rail Transit District (SMART)		Plan Date: 03/30/17												
<b>RM-2 CASH FLOW PLAN</b>														
RM-2 Expenditures	Prior	20010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	TOTAL
ENV/PA&ED														
PS&E							625							625
RW							2,430							2,430
CON							10,845							10,845
VEHICLES														
<b>RM-2 CASH FLOW PLAN TOTAL</b>														
	Prior	20010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	TOTAL
								13,900						13,900

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).  
 Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.  
 Eligible Phases: ENV (or PA&ED), PS&E, RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT RW SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program  
**Estimated Budget Plan**

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT SMART Downtown San Rafael to Larkspur Rail Extension	RM2 Legislation ID (and project subelements if any)  10.4
NAME AND ADDRESS OF IMPLEMENTING AGENCY Sonoma-Marín Area Rail Transit District (SMART) <b>5401 Old Redwood Highway, Suite 200</b> Petaluma, CA 94954	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
<b>1. DIRECT LABOR of Implementing Agency (Specify by name &amp; job function)</b>			
Project Administration and Construction Management			0
Engineering staff support (Bridges, Station, Systems, Transit Center)			0
Community Relations, Grant Compliance, Accounting, Internal Audit			0
System Safety and Technical Support			0
<b>TOTAL DIRECT LABOR</b>			<b>2,466</b>
<b>2. OVERHEAD &amp; DIRECT BENEFITS (Specify)</b>			
	RATE	X BASE	
Overhead		2,466	
Direct Benefit		2,466	
<b>TOTAL OVERHEAD &amp; DIRECT BENEFIT</b>			<b>0</b>
<b>3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per Unit (\$)	
CON Estimate (D/B and Systems Contracts)			\$ 34,669
ROW			\$ 2,430
<b>TOTAL DIRECT CAPITAL COSTS</b>			<b>37,099</b>
<b>4. CONSULTANTS (Identify purpose and or consultant)</b>			
Design support during construction			1,690
<b>TOTAL CONSULTANTS</b>			<b>1,690</b>
<b>5. OTHER DIRECT COSTS (Specify - explain costs, if any)</b>			
Program start up and safety certification			\$ 462
Contingency			3,896
<b>TOTAL OTHER DIRECT COSTS</b>			<b>4,358</b>
<b>6. TOTAL ESTIMATED COST</b>			<b>\$ 45,613</b>

Comments:

PSE Phase total of \$3,125,000 is additive line 6, for a total project cost estimate of \$48.7 million.

Date: 3/30/2017