



CITIZENS OVERSIGHT COMMITTEE MEETING

September 24, 2025 – 1:30 PM

5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

Members of the public who wish to attend in person may do so at:

5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

The Meeting will facilitate using a dual format with listening and participation available through Zoom and in-person. SMART provides several remote methods for viewing the meeting and providing Public Comment.

HOW TO WATCH THE LIVE MEETING USING THE ZOOM

<https://sonomamarintrain-org.zoom.us/j/82272961146?pwd=NpFdqizS2S31hcLsOKaleP73B200E3.1>

Webinar ID: 822 7296 1146

Passcode: 608538

TELECONFERENCE

Members of the public wishing to participate via teleconference, can do so by dialing in to the following number the day of the meeting: 1-669-900-6833; Access Code: 861 0608 9165; Passcode: 713200

HOW TO PROVIDE COMMENTS ON AGENDA ITEMS

Prior To Meeting:

Technology limitations may limit the ability to receive verbal public comments during the meeting. If you wish to make a comment you are strongly encouraged to please submit your comment to COC@SonomaMarinTrain.org by 5:00 PM on *Tuesday, September 23, 2025*.

During the Meeting:

The Chair will open the floor for public comment during the Public Comment period on the agenda. Please check and test your computer settings so that your audio speaker and microphones are functioning. Speakers are asked to limit their comments to two (2) minutes. The amount of time allocated for comments during the meeting may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda.



CITIZENS OVERSIGHT COMMITTEE MEETING
MEETING AGENDA
September 24, 2025 – 1:30 PM

Members of the public who wish to attend in person may do so at:

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Petaluma, CA 94954

1. Call to Order
2. Approval of May 28, 2025, Minutes
3. COC Members Announcements
4. General Manager's Report
5. Public Comment on Non-Agenda Items
6. Healdsburg Extension Update – *Presented by Chief Engineer Bill Gamlen*
7. Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) Update – *Presented by Emily Betts*
8. SMART Pathway Update – *Presented by Senior Planner Zoe Unruh*
9. Next Meeting of the Citizens Oversight Committee, **December 10, 2025 – 1:30pm** – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 95492
10. Adjournment

ACCOMMODATIONS:

Public participation is solicited without regard to race, color, national origin, age, sex, gender identity, religion, disability or family status. Upon request, SMART will provide written agenda materials in appropriate alternative formats, or make disability-related modification or other accommodation, to enable individuals to participate in and provide comments at/or related to public meetings. To request a modification, accommodation, service, or alternative format, please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, service, or alternative format requested at least two (2) days before the meeting. Requests may be submitted to the Clerk of the Board by email at board@sonomamarintrain.org or by phone at (707) 794-3330. Requests can also be made by mail to SMART, 5401 Old Redwood Highway, Suite 200, Petaluma, CA 94954 (must be received at least two days before the meeting). Requests will be granted whenever possible and resolved in favor of accessibility.



DATE: September 24, 2025
TO Citizens Oversight Committee Member
FROM: Bill Gamlen, Chief Engineer
SUBJECT: Healdsburg Extension Update

RECOMMENDATION: Informational Item

SUMMARY

SMART is embarking on an extension of the rail and pathway systems from Windsor to Healdsburg with an approximately 9-mile extension.

BACKGROUND

SMART has secured funding to extend the rail and pathway system from Windsor to, and through, Healdsburg for an approximately 9-mile extension. The Project is funded with Federal, State, Regional and local funding.

This 9-mile route has been out of service since 1998 and is not in a condition to support rail service, let alone high-speed passenger rail service. The project requires rail improvements consisting of reconstructing the track, improving drainage, building a station platform, reconstructing at-grade crossings, replacing and/or rehabilitating bridges, installing train signaling and communications systems in what is currently dark territory (no signaling system). The project also includes constructing a bicycle and pedestrian pathway along the track.

The SMART Board of Directors approved a Progressive Design-Build Contract on September 17th that will design and ultimately construct the extension. Progressive Design-Build is a two-phase approach to project delivery. Phase 1 advance the design to a 65% level and works through an open book cost negotiation to establish a Guaranteed Maximum Price (GMP) for the Phase II work. Phase II completes design and constructs the work. Project completion is planned for late 2028.



DATE: September 24, 2025
TO: Citizens Oversight Committee Members
FROM: Emily Betts, Planning Manager
SUBJECT: Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) Update

RECOMMENDATION: Discussion Item

SUMMARY:

The introduction of SMART train service, and the evolving post-pandemic transit market prompted a multi-agency coordinated service planning effort to determine the future of transit service in the US 101 corridor in Marin and Sonoma Counties, known as the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS). MASCOTS is a collaborative planning effort to comprehensively analyze transit service in the Highway 101 corridor, including areas of overlapping or duplicative regional transit service, areas of underserved demand, and connections between services.

Developed through a three-phase process to understand current conditions, develop solutions to address opportunities, and document impacts of alternatives, the following high-level recommendations are included in the plan:

SMART and Golden Gate Transit Route 101:

- Truncate Route 101 in Novato, and increase frequency between San Rafael and San Francisco
- Increase SMART frequency and span of service to ensure high-quality transit is available between Sonoma and Marin Counties when Route 101 is shortened

Southern Marin Bus Service:

- Streamline routes between San Rafael, Marin City, Sausalito, and San Francisco

Local Bus Connections to SMART:

- Improve strong, direct connections to SMART by Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit

GGT Commute Routes in Sonoma:

- Combine into a single alignment with improved frequency, and restrict San Francisco local travel to reduce travel time

GGT Route 580 in San Rafael:

- Follow 580X alignment to improve travel time; 580 and 580X would continue to differ in the East Bay.

Background

Transit operators in Sonoma and Marin counties form a unique sub-region and have a history of coordinating transit service, fares, marketing, bus stops, and schedules to improve the network of transit services in the area. Regional services are operated by Golden Gate Transit Bus (GGBHTD), Golden Gate Transit Ferry (GGBHTD), Sonoma-Marin Area Rail Transit (SMART), and are complemented with local transit services provided by Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, and Marin Transit.

These six agencies have a history of coordinating fares, marketing, bus stops, and schedules to improve the network of transit services in the area. However, transit service planning in the Sonoma-Marin region has historically been done by each agency independently for their service area with agencies responding as possible to changes in other agencies' schedules. With the introduction of SMART service in 2017 and subsequent expansion, and the evolving post-pandemic transit market, the need has risen for a comprehensive evaluation of service along the US 101 corridor in Marin and Sonoma counties.

In 2023, catalyzed by Golden Gate Bridge Highway and Transportation District's (GGBHTD) strategic planning process, transit operators and transportation agencies kickstarted an ongoing coordination process, consisting of a service planning project called the Marin Sonoma Coordinated Transit Service (MASCOTS) Plan, a regular marketing coordination meeting, financial coordination meetings, and a monthly meeting of General Managers and Executive Directors. Participating agencies are Marin Transit, GGBHTD, SMART, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, Transportation Authority of Marin (TAM), Sonoma County Transportation Authority (SCTA), and the Metropolitan Transportation Commission (MTC). MASCOTS is the first subregional transit analysis conducted under the guidelines of Regional Network Management, which came out of the Blue Ribbon Transit Recovery Task Force, established during the pandemic to further collaboration between the region's transit operators and the Metropolitan Transportation Commission (MTC). These agencies committed to taking a fresh look at travel in the Highway 101 Corridor as if all the local bus, regional bus, ferry and rail services were operated by one entity focused on efficiently growing overall transit ridership in the Corridor utilizing existing resources.

The MASCOTS Plan is a comprehensive structural analysis of transit service in the Highway 101 corridor. The purpose of this effort is to improve service efficiency, effectiveness, and legibility along Highway 101 corridor to better serve existing and future transit customers. MASCOTS assesses existing ridership patterns, areas of overlapping or duplicative service, areas of

underserved demand, and connections between services to meet the need/demands within the corridor.

Key findings from MASCOTS highlight that SMART has replaced Golden Gate Transit Route 101 as the predominant passenger choice for regional trips between Sonoma and Marin, transit routes on Highway 101 in southern Marin need to be streamlined, 70 percent of Sonoma and Marin travel to San Francisco originates in San Rafael or further south, and there is a need for local services to make stronger and more direct connections to SMART.

Regional transit recommendations include truncating Golden Gate Transit Route 101 service in Novato and increasing SMART frequency and span to ensure all-day high-quality transit between Sonoma and Marin counties.

The recommended service structure is for SMART to be the predominant Sonoma-Marin regional service provider, Golden Gate Transit to provide all-day express service from Marin to San Francisco, including frequent service connecting with SMART at San Rafael Transit Center, and peak period commute bus services from Sonoma and Marin counties direct to San Francisco. Golden Gate Ferry would continue to provide strong connections to/from SMART to connect riders to San Francisco. Sonoma County local transit service recommendations are for stronger and more direct connections to SMART. Marin Transit service recommendations are to provide local service along Highway 101 and connections to regional SMART, Ferry, and Golden Gate Transit services.

Service recommendations are designed to achieve a more legible network, better regional connections, and more frequency on key corridors. The proposed service changes will reinvest service hours where higher demand exists, improve the efficiency of existing resources, and is anticipated to result in increased ridership. MASCOTS service changes are intended to be implemented through a three-year pilot, starting in Spring 2026, with regular evaluation milestones to ensure it meets the intended goals and continues to be financially feasible.

Recommended SMART service changes constitute a 19% increase in trips, and include:

Weekday Service

- Increase from 42 to 48 trips (14% increase)
- Span of service increased from 4:30am – 10:00pm to 4:00am – 11:15pm
- Elimination of midday maintenance of way service window
- Trips added to fill midday and PM peak hour gaps, and offer later service
- Consistent 32 – 64-minute frequency all day

Weekend Service

- Increase from 16 to 24 trips (50% increase)
- Span of service increased from 7:00am – 9:00pm to 7:00am – 11:00pm
- Increase in frequency to 64-96 minutes.

MASCOTS Plan is being presented to various boards and committees from late June through October, and an engagement campaign surveyed current and potential transit riders throughout

in July and August. Any revisions to the plan will be included in a final document presented for adoption in October to the SMART Board of Directors.

FISCAL IMPACT

While the plan was designed to be revenue hour neutral, the recommended increases to SMART service are not cost neutral; estimated total cost for the 19% service increase is \$2.5M. The MASCOTS agencies have worked together to come up with a funding plan for the three-year pilot. The revenue hours shift between counties and projected ridership changes will affect the shares that agencies receive through the coordinated claim formulas in each county. Funding shifts between agencies, along with additional contributions, will ensure that the package of changes is fully funded, and all funding eligibilities and requirements are met.



DATE: September 24, 2025
TO: Citizens Oversight Committee Member
FROM: Zoe Unruh, Senior Planner
SUBJECT: SMART Pathway Update

RECOMMENDATION: Discussion Item

SUMMARY

SMART's enabling legislation, AB 2224, provides for the construction and operation of complementary bicycle and pedestrian pathways as part of its rail transit system. SMART's Bicycle and Pedestrian Pathway (the "Pathway") is being completed in phases and is designed to accommodate walking, bicycling, and other non-motorized uses. To date, SMART has made significant progress towards completing and enhancing the Pathway, in order to fulfill the commitments of Measure Q and in alignment with SMART's Strategic Plan.

BACKGROUND

Pathway Status

The pathway component of the SMART Project, once complete, will consist of over 70 miles of mostly Class I, separated multi-use path that parallels the rail alignment and provides connections to and between SMART's rail stations. To date, SMART and local agencies have completed over 39 miles of the Pathway. The most recently completed segments of pathway include the Windsor Extension pathway from Airport Blvd. to Windsor River Rd., the Southpoint Blvd. to Main St. segment between Petaluma and Penngrrove, and the Golf Course Dr. to Bellevue Ave. segment between Rohnert Park and Santa Rosa. Additionally, SMART completed the McInnis Pkwy. to Smith Ranch Rd. segment in San Rafael in late 2024 and celebrated its opening in January 2025.

SMART has been awarded funding to construct more than 11 miles of environmentally-cleared pathway. The funded segments include:

- Hanna Ranch Rd. to Vintage Wy. South in Novato;
- Joe Rodota Trail to 3rd St. in Santa Rosa;
- Guerneville Rd., Santa Rosa to Airport Blvd., Unincorporated Sonoma County;
- Windsor River Rd., Windsor to Front St./Foss Creek Path, Healdsburg; and
- Chiquita Rd./Foss Creek Path, Healdsburg to Lytton Springs Rd., Unincorporated Sonoma County.

Consistent with the 2025-2030 Strategic Plan, SMART continues to position the remaining 20 miles of SMART's environmentally-cleared pathway for construction funding. These segments are in the planning or design phases. Of the 20 remaining miles, around 5 miles are in Marin and include the segments from:

- Smith Ranch Rd., San Rafael to Main Gate Rd./Hamilton Station, Novato;
- State Access Rd. to Frosty Lane, Novato;
- Vintage Wy. North to the north side of Novato Creek, Novato; and
- Grant Ave. to Rush Creek Pl., Novato.

The other 15 miles of environmentally-cleared Pathway are in Sonoma. These segments include:

- Main St., Penngrove to E. Railroad Ave., Rohnert Park;
- Santa Rosa Downtown to 6th St. in Santa Rosa; and
- Lytton Springs Rd., Unincorporated Sonoma County to 1st St., Cloverdale.

In addition to the 70 miles of SMART's environmentally-cleared pathway project, SMART has also explored the feasibility of future pathway segments, in accordance with the 2025-2030 Strategic Plan, including the Puerto Suello Hill Pathway in San Rafael. In 2022, a feasibility study for the Puerto Suello Hill Pathway Segment was completed, which evaluated alternative alignments for a pathway that would connect from the top of Puerto Suello Hill to San Pedro Rd. in San Rafael. In March 2025, the SMART Board approved a contract to complete the environmental phase and the preliminary engineering for the most feasible Puerto Suello Hill alignment that was identified in the 2022 feasibility study.

SMART is also continuing to enhance the Pathway and improve pathway information to make the facility easier to use. In 2025, SMART completed the installation of pathway wayfinding across the Pathway and made improvements and updates to the pathway landing page on SMART's website.

Pathway Utilization

With the addition of newly completed segments and the recently implemented wayfinding improvements, pathway users have steadily increased. SMART measures pathway utilization using bicycle and pedestrian counters that are located at fixed locations along SMART's pathway network. In Fiscal Year (FY) 2025, 1,029,421 trips were counted on the pathway, which was 39 percent higher than the trips counted in the prior fiscal year. In FY25, SMART also carried a record number of bikes on board the train, 146,898 bikes, 28 percent higher than FY24. Notably, in FY25, SMART's rail ridership was its highest ever, with 1,123,686 passenger trips. These statistics demonstrate the significant multimodal travel SMART's rail and pathway system provide, the importance of the pathway as a first/last mile connection for the many people that reach the train by biking and walking, and the utility the pathway provides for biking and walking trips that occur independent of the train.