

Sonoma-Marin Area Rail Transit District



General Manager's Report – June 2021

5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
Tel: (707) 794-3330
Fax: (707) 794-3037
www.SonomaMarinTrain.org



SMART

|| SONOMA-MARIN AREA RAIL TRANSIT



SMART reached a major milestone on Wednesday, June 23, 2021, when the transportation agency reached the 2 million passenger mark. Conductors and staff members gave out passes good for a free trip to say ‘thank you’ to our riders.





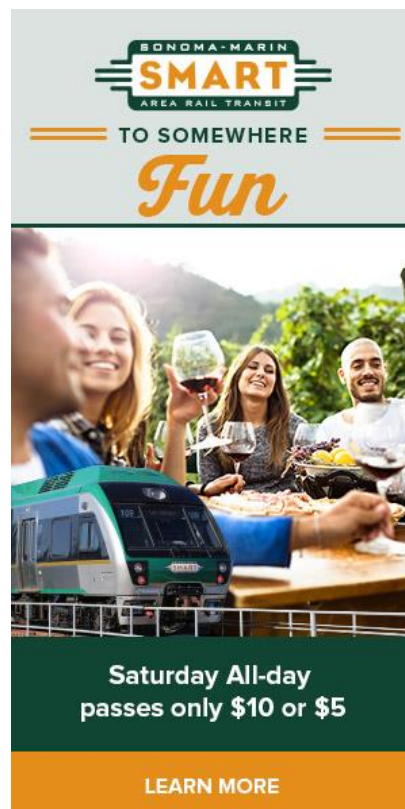
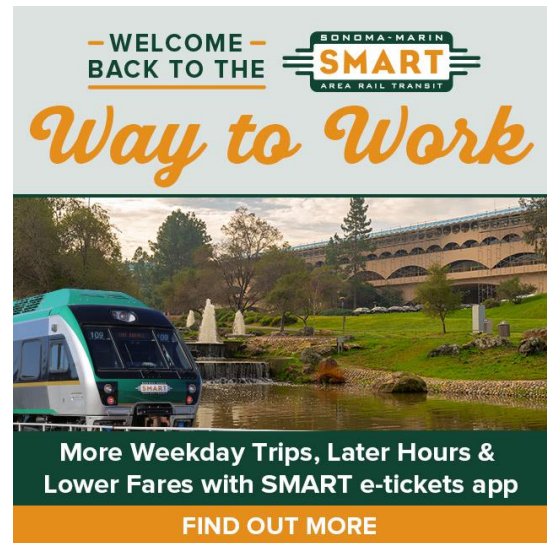


The Little Train That Did!

COMMUNITY OUTREACH AND MARKETING

Marketing | Digital Media

Civic Edge Consulting continues to support SMART's Community Outreach by creating fresh social media posts and initiating the Welcome Back marketing campaign. In June, the Civic Edge team launched the Welcome Back campaign targeting selected San Francisco and North Bay radio stations, Spotify, podcasts, and social platforms including Facebook, Twitter, Nextdoor and LinkedIn. Geo-targeted and demographics focused high impact digital display ads are focused on lifestyle, entertainment, and business segments.



WELCOME BACK TO

SONOMA-MARIN
SMART
AREA RAIL TRANSIT

Weekday Fun



More Trips, Later Hours & Lower Fares

DOWNLOAD THE SMART E-TICKETS APP

SONOMA-MARIN
SMART
AREA RAIL TRANSIT

TO
SOMEWHERE

Kid-Friendly



Saturday All-day passes only \$10 or \$5

LEARN MORE

Media | News Coverage

- June 24, 'Key area' in downtown Petaluma remains vacant as housing needs intensify (Petaluma Argus-Courier)
- June 23, SMART reaches 2 million-passenger milestone (Santa Rosa Press Democrat)
- June 22, SMART trains to reach 2-million passenger mark (Santa Rosa Petaluma Patch)
- June 18, SMART gets money for crucial Healdsburg bridge, but lawsuits blocking construction drags on (Santa Rosa Press Democrat)
- June 9, Despite recent setbacks, Sonoma-Marín Area Rail Transit is confident it can deliver (Northern California Public Media)

OPERATIONS

VEHICLE MAINTENANCE:

- Performed emergency exit window pull test on 11 of the Diesel Multiple Units. The test is to establish confidence per the Code of Federal Regulations that the emergency exit windows will react as designed during an emergency.
- Performed No Code Proceed wiring modification on fleet.
- Changed out destination signs on Diesel Multiple Units 107 and 104
- Performed field modification upgrade to the Selective Catalytic Reduction brackets on Diesel Multiple Units 112 and 109. This upgrade is performed by lifting the Diesel Multiple Unit and removing the engine and diesel power module. Once the brackets are replaced, the engine and diesel power module are reinstalled.
- Performed annual maintenance on 1 Diesel Multiple Unit
- Performed mid-year maintenance on 2 Diesel Multiple Units
- Performed 500-hour oil change on 12 Diesel Multiple Units
- Automatic Train Control maintenance performed on 2 Diesel Multiple Units. This maintenance keeps us compliant with Federal Regulatory Association regulations with regards to positive train control
- Performed data downloads on the fleet. The Diesel Multiple Units have many subsystems that are integrated. Downloading the systems data provides SMART an opportunity to investigate different occurrences that may not show during our normal inspections.

TRANSPORTATION:

- Dispatcher/Control Supervisor training continues.
- Yearly training for Dispatcher's continues.
- Currently updating online training programs for year 2021.

MAINTENANCE OF WAY:

- Signal and Track team responded to a knock down of the Signal mechanism at Washington Street in Petaluma.
- Track and Signal team supported the freight car derailment work in Petaluma. Track and Signal inspections were completed.
- Signal and track team supported the engineering department for the Timber Bridge repairs south of Roblar in Novato.
- Track department flagged overnight for PG&E power line replacement in Larkspur adjacent to the Station Platform.
- Track department welcomed a new track maintainer in the month of June.
- Facilities department has Supervisor candidate in preemployment background check.
- Facilities team has started the repainting of the red safety stripe at all platforms. Work is being done on Sundays.



Larkspur PG&E Power Line Replacement (during the night)



Gate crossing knock down by vehicle - Washington Street, Petaluma

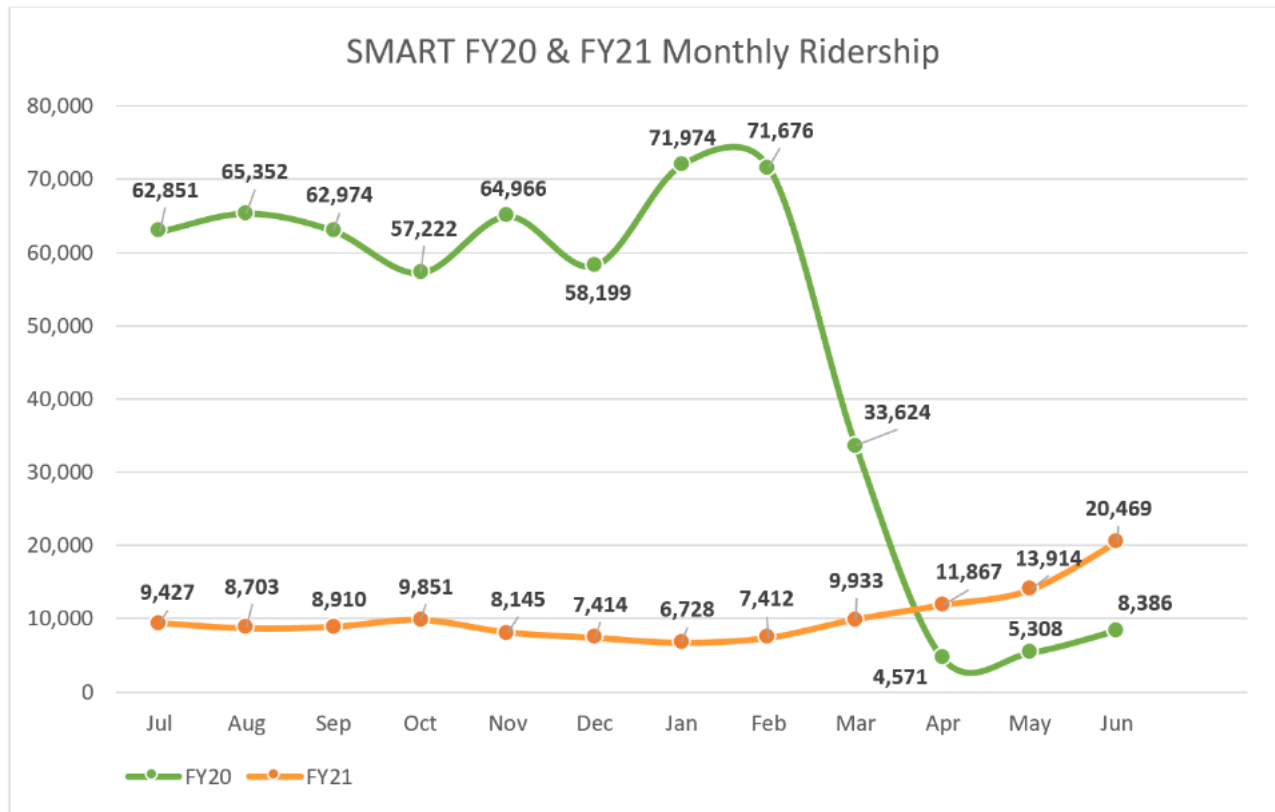
RIDERSHIP INFORMATION

FY21 SMART Ridership Weekly Report (DRAFT; Post-COVID)										
Week of	Mon	Tue	Wed	Thu	Fri	Sat	Weekly Total (Onboard Counts)	Avg Weekday Ridership	Bikes	Wheelchairs
6/29/2020	FY20		429	390	297		1,116	372	426	2
7/6/2020	421	462	420	420	392		2,115	423	453	4
7/13/2020	412	414	419	421	397		2,063	413	465	5
7/20/2020	369	394	418	488	425		2,094	419	514	8
7/27/2020	379	404	390	452	414		2,039	408	464	5
8/3/2020	417	437	404	440	476		2,174	435	474	9
8/10/2020	433	464	438	446	396		2,177	435	506	1
8/17/2020	346	418	387	399	324		1,874	375	403	6
8/24/2020	349	407	406	467	467		2,096	419	436	3
8/31/2020	382	459	417	441	438		2,137	427	423	4
9/7/2020	Hol	414	393	396	368		1,571	393	345	4
9/14/2020	374	424	398	403	452		2,051	410	384	8
9/21/2020	435	472	470	517	494		2,388	478	490	23
9/28/2020	316	365	464	453	428		2,026	405	356	12
10/5/2020	407	469	434	423	475		2,208	442	431	12
10/12/2020	394	482	416	455	469		2,216	443	430	9
10/19/2020	436	513	409	478	491		2,327	465	444	9
10/26/2020	386	438	410	496	489		2,219	444	459	15
11/2/2020	432	503	455	480	448		2,318	464	494	10
11/9/2020	433	452	416	478	415		2,194	439	451	6
11/16/2020	404	386	404	419	426		2,039	408	456	3
11/23/2020	417	437	402	Hol	Hol		1,256	419	210	3
11/30/2020	338	412	394	400	376		1,920	384	491	4
12/7/2020	360	401	331	374	380		1,846	369	411	4
12/14/2020	306	404	332	337	323		1,702	340	377	8
12/21/2020	323	307	304	140	Hol		1,074	269	258	1
12/28/2020	330	329	323	228	Hol		1,210	303	240	6
1/4/2021	275	321	304	360	351		1,611	322	308	1
1/11/2021	356	371	380	381	379		1,867	373	422	3
1/18/2021	273	327	342	384	308		1,634	327	352	5
1/25/2021	359	290	302	309	356		1,616	323	284	1
2/1/2021	302	398	391	400	394		1,885	377	385	1
2/8/2021	311	372	379	338	389		1,789	358	341	3
2/15/2021	272	397	392	382	377		1,820	364	343	5
2/22/2021	350	365	407	403	393		1,918	384	414	1
3/1/2021	394	419	431	431	500		2,175	435	416	5
3/8/2021	405	350	337	432	457		1,981	396	324	2
3/15/2021	433	429	436	353	410		2,061	412	373	5
3/22/2021	399	499	450	446	486		2,280	456	422	3
3/29/2021	447	516	473	554	519		2,509	502	522	2
4/5/2021	452	503	492	496	542		2,485	497	460	6
4/12/2021	460	521	556	533	488		2,558	512	501	3
4/19/2021	529	597	544	620	538		2,828	566	519	13
4/26/2021	556	572	604	652	580		2,964	593	532	13
5/3/2021	602	613	608	665	596		3,084	617	540	21
5/10/2021	598	608	669	679	639		3,193	639	656	28
5/17/2021	616	658	649	607	605		3,135	627	608	30
5/24/2021	719	743	709	704	866	506	4,247	748	739	53
5/31/2021	255	718	776	805	809	489	3,852	777	685	33
6/7/2021	698	812	813	774	814	544	4,455	782	832	44
6/14/2021	742	856	851	856	885	465	4,655	838	760	30
6/21/2021	802	931	1,026	958	1,052	569	5,338	954	928	45
6/28/2021	668	837	910	FY22			2,415	805	432	18
FY21 Daily Average	432	483	474	478	486	515	122,805	470	24,389	558

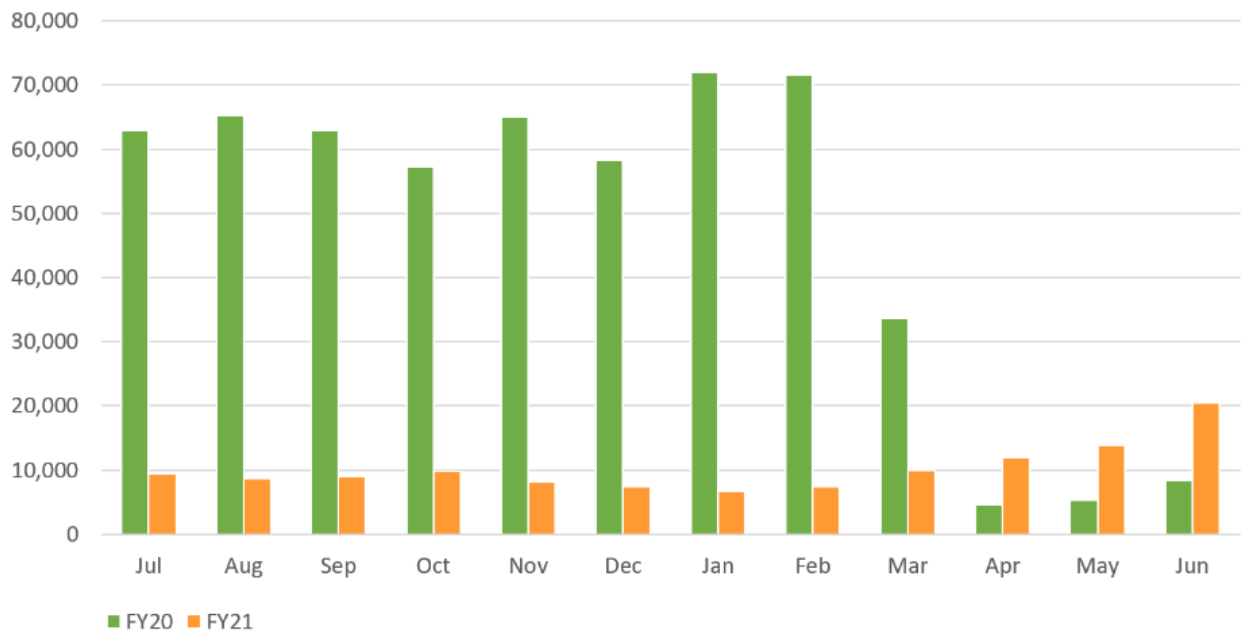


FY22 SMART Ridership Weekly Report (DRAFT; Post-COVID)

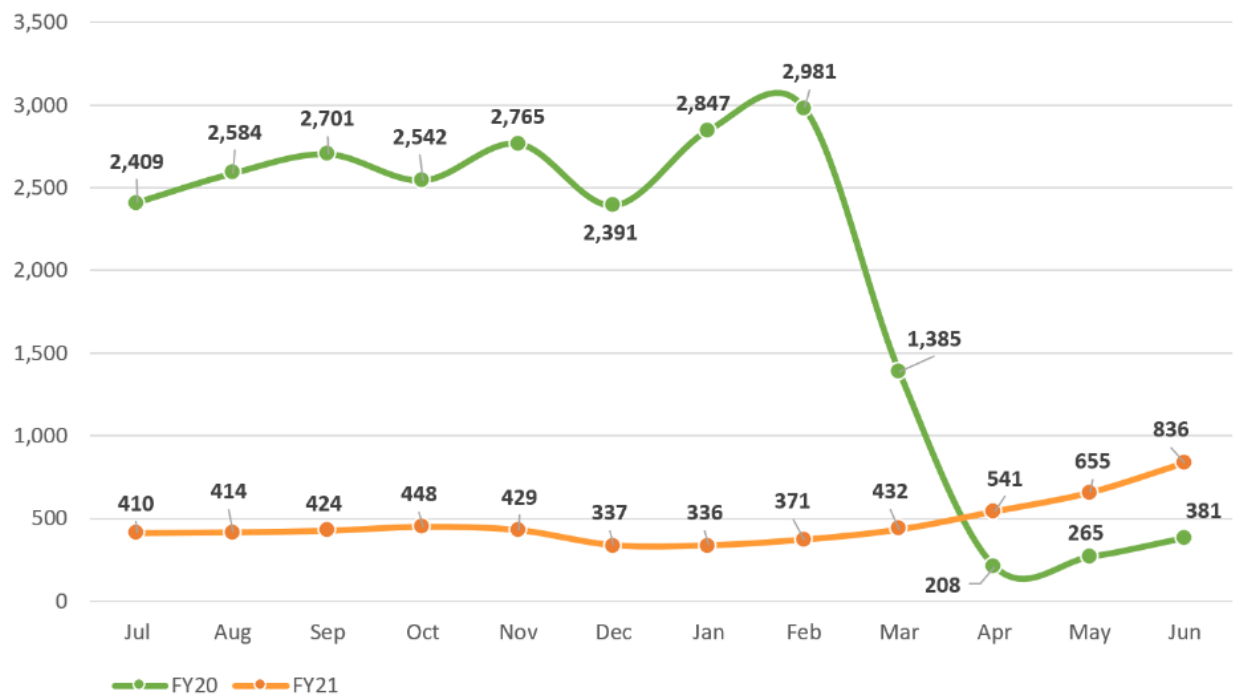
Week of	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total (Onboard Counts)	Avg Weekday Ridership	Bikes	Wheelchairs
6/7/2021	698	812	813	774	814	544		4,455	782	832	44
6/14/2021	742	856	851	856	885	465		4,655	838	760	30
6/21/2021	802	931	1,026	958	1,052	569		5,338	954	928	45
6/28/2021	668	837	910	957	967	718	265	5,057	868	810	39
7/5/2021	599	Monday, July 5th -- Holiday Service								70	4



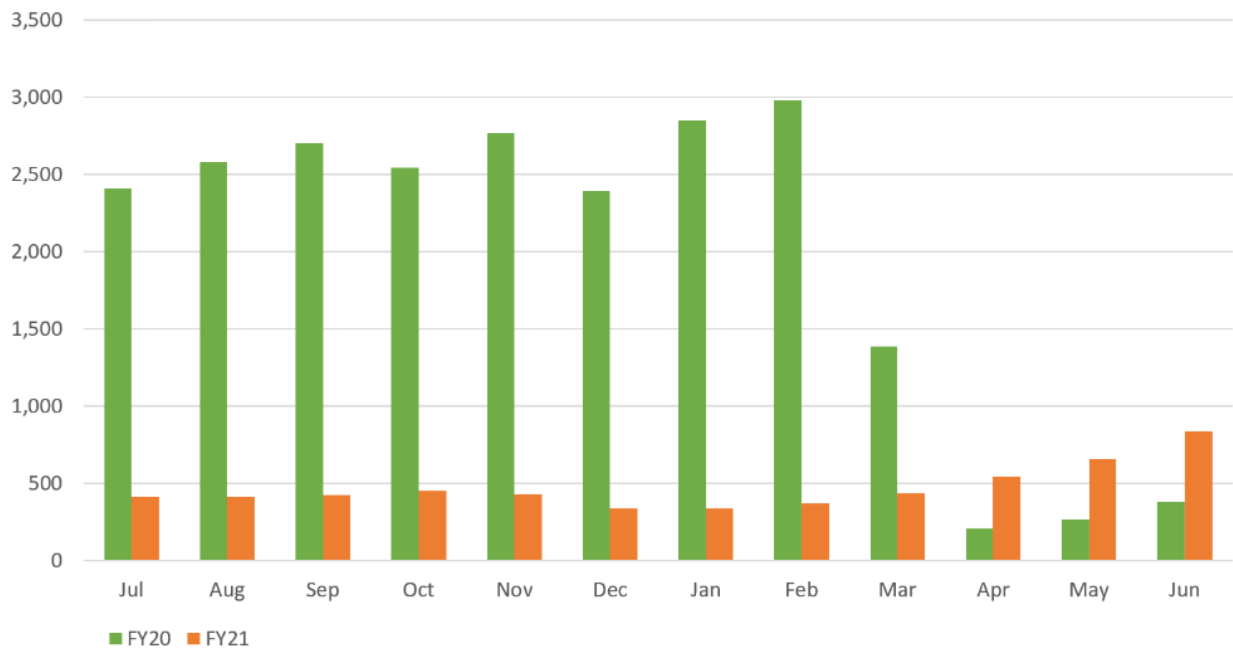
SMART FY20 & FY21 Monthly Ridership



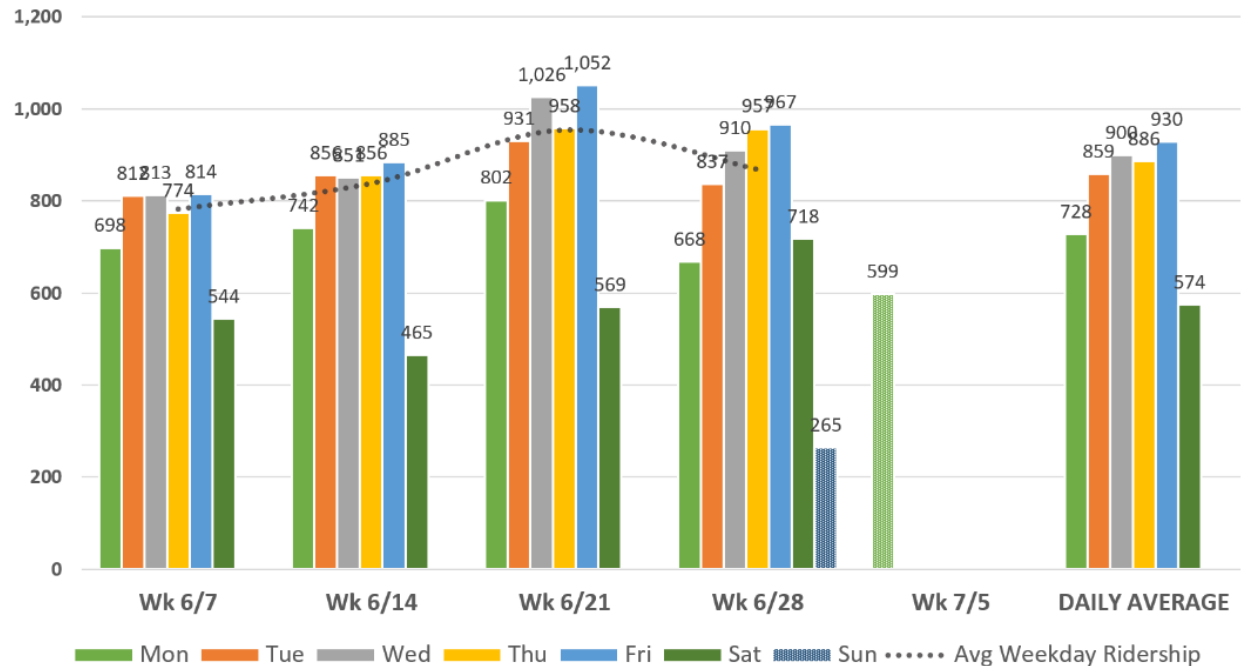
SMART FY20 & FY21 Average Weekday Ridership



SMART FY20 & FY21 Weekday Ridership



SMART Ridership by Day of Week (Previous 4 weeks)



WINDSOR EXTENSION PROJECT

- Installation of the pedestrian traffic signal at the railroad crossing on Airport Boulevard is complete and signal has been activated. This signal will not only help keep the track clear once SMART starts running service north of the Sonoma County Airport Station, but it also creates a pathway connection to the future pathway to Windsor and beyond.
- Construction has been suspended because the Regional Measure 3 (RM3) Bridge Toll funding has not been distributed due to a lawsuit against Metropolitan Transportation Commission (MTC). The lawsuit questions whether the toll fee should be treated as a tax and not a user fee. In October of 2020, the State Supreme Court agreed to hear the appeal case, which will continue to delay the funding until the outcome is determined by the court.



Airport Blvd Completed Project- Paid by the County of Sonoma

MULTI-USE PATHWAY PROJECT

Sonoma County Pathway Gap Closure Project - \$13.5M

- South Point Boulevard in Petaluma to Main Street in Penngrove (2.9 mi)
- Golf Course Drive in Rohnert Park to Bellevue Avenue in Santa Rosa (2.8 mi)

The design team is focusing on:

- Evaluating utility conflicts and impacts to environmental features along the pathway alignment.
- Finalizing at-grade crossing applications for submittal to the local jurisdictions and the California Public Utilities Commission (CPUC) for approval.
- Finalizing the environmental permit applications to be submitted to the regulatory agencies.
- The consultant design team has submitted 90% level design packages



Review of the Drainage Issues Along the Future Pathway Alignment in Petaluma

ROBLAR TIMBER TRESTLE REPAIR

Two 30-foot long timber bridge beams were replaced on a Sunday, June 27th when trains were not running. Deficiencies consisting of splitting and some rotting issues were identified during the annual bridge inspections.



Replacing Timber Bridge Beams in Novato



Bolting Down New Bridge Beams

FREIGHT SERVICE

On February 2, 2021, SMART, filed a Verified Notice of Exemption before the Surface Transportation Board to acquire the right-of-way and freight rail operating easement from North Coast Railroad Authority (NCRA) – from the Mendocino/Sonoma County line (at MP 89) to the freight interchange junction in Napa (The Line).

On February 18, 2021, the Surface Transportation Board indicated that SMART and NCRA could consummate the transaction and SMART could acquire The Line on or after March 4, 2021 (30 days after the verified notice was filed).

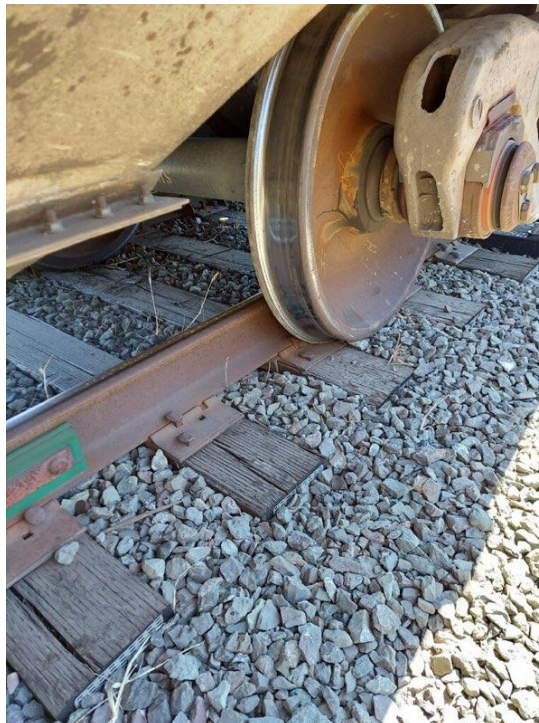
On February 22, 2021, Northwestern Pacific Railroad Company (NWPCo) Petitioned the Surface Transportation Board for Discontinuance of Service Exemption (requesting authority to cease being the freight rail operator / provider in Napa, Marin, and Sonoma Counties). The Surface Transportation Board instituted an exemption proceeding and set June 11, 2021, for the Final decision.

On March 26, 2021, NCRA/SMART consummated the transaction related to the acquired right-of-way and railroad freight easement, pursuant to the verified notice and Surface Transportation Board authorization.

On June 11, 2021, the Surface Transportation Board reviewed and approved Northwestern Pacific Railroad Company's petition for discontinuance and exemption, this decision allows Northwestern Pacific Railroad Company to discontinue service over rail line in Marin, Napa, and Sonoma Counties, and paves the way for SMART to assume freight operations and common carrier duties over the rail line. This exemption will be effective on or after July 11, 2021.

Freight Derailment – June 15, 2021

On Tuesday June 15, 2021, we received a notification that we had a track circuit occupancy located in Dairyman's industry in Petaluma. The track circuit occupancy was caused by four freight cars loaded with grain rolling towards SMART's mainline, each car weighing 100 tons. It was determined that a loaded freight car was derailed causing the track occupancy. The derailment caused a service interruption. Since, SMART uses positive train control (PTC) that keeps train spaced properly to prevent collisions.





HUMAN RESOURCE

CURRENT OPEN RECRUITMENTS:

- General Manager
- Track Supervisor
- Engineer Conductor
- Conductor
- Vehicle Maintenance Technician
- Purchasing Assistant
- Track Maintainer

NEW PROMOTIONS/HIRES

- Vehicle Maintenance Department hired a Laborer
- Maintenance of Way hired a Track Maintainer
- A Vehicle Maintenance Laborer employee was promoted to Conductor Trainee
- A Track Maintainer employee was promoted to Conductor Trainee

INTERVIEWS

Interviews were held for the following positions:

- Facilities Maintenance Supervisor
- Vehicle Maintenance Technician
- Engineer Conductor

MISCELLANEOUS

Staff met with the Teamsters Union regarding renewal of the Track Supervisors Contract which expired on June 30, 2021 are on-going.

GRANTS, LEGISLATION, PLANNING AND REGIONAL ACTIVITIES

REGIONAL AND LOCAL LANNING ACTIVITIES

Local Planning Department Notification and Coordination Tracking: SMART Planning also tracks and reviews all notices sent by local jurisdictions for projects occurring adjacent to or nearby the railroad tracks. In 2020 staff received and reviewed **70** different notices through June and in 2021 to date SMART has received and reviewed **25** different notices.

Plan Bay Area 2050 – Public Comment Requested: On May 26, 2021, the Metropolitan Transportation Commission (MTC) released Draft Plan Bay Area 2050 for public comment. The public comment period ends July 20, 2021, and virtual workshops and public hearings to be held through July 7, 2021. There will also be a Draft Environmental Impact Report on the plan released at the end of May. The Plan Bay Area 2050 North Bay Workshop (Marin, Napa, Solano and Sonoma Counties) was held Wednesday June 30 at 12 p.m. via Zoom. More information can be found on MTC's website regarding opportunities to comment. <https://mtc.ca.gov/whats-happening/news/draft-plan-bay-area-2050-released-public-invited-comment-online-or-virtual>

Plan Bay Area is the long-range transportation and land use planning document for the nine-county Bay Area, focusing on the economy, environment, housing and transportation. Inclusion in the financially constrained future transportation investment plan allows projects to compete for discretionary grant funds when those funds become available through an application process.

The SMART Board has heard staff reports on Plan Bay Area 2050 on May 15, 2019, and July 15, 2020. The Transportation Authority of Marin and the Sonoma County Transportation Authority have also discussed Plan Bay Area 2050, including prioritization of transportation investments, in advance of this MTC release of the Draft document.

Bay Area Healthy Transit Plan: SMART has been participating in a coordinated effort related to the Bay Area Healthy Transit Plan. The plan reporting dashboard can be found here: <http://dashboard.healthytransitplan.com/> . The regional page has a direct link to SMART's COVID Response web location here: <http://www.sonomamarintrain.org/Covid-19> . Transit operators in the Bay Area presented their final dashboard report to the Metropolitan Transportation Commission in June and that report is attached.

State Route 37 – Planning Processes Underway:

- SR37 Policy Committee (Resilient SR37);
- SR37 Caltrans Planning and Environmental Linkages Study (SR37 PEL Study);
- SR37 Caltrans Comprehensive Multi-Modal Corridor Plan
- US 101 TO SR 121 Environmental & Design Alternative Analysis;
- Sears Point to Mare Island (Congestion Relief) – Environmental Impact Report Scoping.

A quarterly **State Route 37 Policy Committee (Resilient 37)** meeting took place on March 4, 2021, with the next meetings of the group scheduled for June 3 and October 7, 2021. The Joint Baylands Core Team and Resilient 37 Project Leadership Team have been meeting to provide technical support of the Resilient 37 Policy Committee, most recently on March 16, 2021. SMART staff have been invited to attend this technical advisory committee for the first time, on July 16, 2021.

The **SR37 Planning and Environmental Linkages (SR37 PEL) Study** meetings are taking place approximately quarterly, with a Stakeholder meeting, online survey and SMART staff interviews having occurred in late 2020. A PEL multi-jurisdictional meeting took place on March 26, 2021, with SMART planning and engineering staff participating, and staff remotely attended an evening community meeting on this PEL process that took place May 26 from 5:30-7. The US101 to SR121 Design Alternative Analysis has been merged with the SR37 PEL Study and a joint meeting will be held on July 30, 2021.

SMART staff participated in one-on-one meeting with Caltrans and Sonoma County Transportation Authority staff on February 10 and March 19 regarding their **SR37 Comprehensive Multi-Modal Corridor Plan (SR37 CMCP)** process underway. This CMCP plan is a required pre-requisite for applications for state SB1 Solutions for Congested Corridors funding.

TRANSIT COORDINATION MEETINGS:

- **June 1, 15 & 29, 2021** – Staff attended the **Blue-Ribbon Transit Task Transit Caucus – Planning and Operations Subcommittee** meetings remotely. The agendas have included ongoing Blue Ribbon Transit Task Force initiative updates.
- **June 1, 8, 15, 22 & 29 - 2021** – Bay Area Transit Operator ongoing coordination meetings. SMART staff met with the Bay Area’s smaller transit operators, defined as any except the seven largest transit operators, weekly. This month’s focus was on American Recovery Plan fund distribution.
- **June 2, 2021** - Staff participated in the Metropolitan Transportation Commission (MTC) monthly **Transit Finance Working Group** meeting. Discussions included several standing item updates including legislative, funding notices, Plan Bay Area 2050 and Transportation Improvement Program updates.
- **June 9, 2021** – Staff participated in Sonoma County Transportation Authority’s monthly **Transit Technical Advisory Committee** meeting. Standing items were discussed including transit operator updates, Sonoma County’s Future of Transit Ad Hoc Committee status, the Blue Ribbon Transit Task Force updates, and Clipper implementation and usage for C2, Clipper App and Clipper START.
- **June 10** – Senior staff were briefed on the Fare Integration Task Force work by MTC and BART staff. This was in addition to bi-weekly technical advisory committee meetings on the Task Force’s work and a Fare Integration Task Force public briefing webinar of transit agency board members.
- **June 23, 2021** – Staff attended the first State Rail Fleet Consortium Zero Emissions Working Group meeting. The meetings will include commuter and inter-city rail staff hosted by the State of California to help coordinate a state-wide transition into zero emission rail fleets. This is the very early stage of the statewide effort, and the Consortium will meet periodically going forward to share information, best practices and opportunities.

- **June 28, 2021** – Staff attended the **Blue-Ribbon Transit Task Force** meeting virtually. The agenda included additional detailed discussions on transit **Network Management** and Assemblymember Chiu’s AB629 legislative efforts regarding transit improvements in the Bay Area.

GRANT ACTIVITIES:

American Rescue Plan (ARP): The Federal American Rescue Plan (ARP) was passed on March 11, 2021. The Federal Transit Administration (FTA) posted the apportionment table on March 29, 2021, for the Section 5307 funds for distribution to Urbanized Areas across the nation for transit use. The Bay Area will receive \$1.7 billion, directed to the multiple urbanized areas that comprise the Bay Area, of which \$1.3 billion will be directed to transit operators reporting to the San Francisco-Oakland urbanized area. \$2 million was apportioned to the Petaluma urbanized area and \$27 million was apportioned to transit operators reporting to the Santa Rosa urbanized area, including SMART. MTC has commenced its process to re-distribute the FTA apportionments. A partial first tranche allocation of these funds is expected at their July 28th Commission meeting and subsequent allocations to be completed at a time and scale to be determined later.

Metropolitan Transportation Safe and Seamless Mobility Quick Strike Program (Quick Strike): On June 23, the Metropolitan Transportation Commission (MTC) adopted their programming of a one-time grant program “Safe and Seamless Mobility” projects. Projects funded with these grants must have funding obligated by September 2022 and are focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

MTC has programmed funding to complete construction of two SMART Pathway segments. The .35-mile Lakeville to Payran segment in Petaluma will receive \$.8 million from this grant and will be matched by up to \$300,000 in SMART Measure Q funds. The .85-mile McInnis to Smith Ranch segment in San Rafael will receive \$1.9 million from this grant and will be match by up to \$540,000 in SMART Measure Q funds. SMART’s matching funds were recommended by the SMART Board as part of the Capital Plan in April 2021. Each segment has completed design and will now begin the permitting process as the grants are finalized to be made available to the projects.

Each segment creates greater mobility by crossing barriers, connecting SMART Stations and major destinations, and improving facilities for bicyclists and pedestrians.

Affordable Housing Sustainable Communities (AHSC): SMART, the City of Petaluma and Danco Communities have partnered on the submittal of a joint application for construction of the second Petaluma infill SMART station, SMART Pathway improvements across McDowell Boulevard, bicycle and pedestrian improvements on McDowell Boulevard and construction of 134 affordable housing units (Meridian at Corona Station). SMART would receive \$8.5 million from the grant, if awarded, with SMART providing \$2 million in matching funds, as recommended in SMART’s Capital Plan, and Petaluma providing \$2 million in matching impact fees for the station construction.

On June 23, 2021, the Metropolitan Transportation Commission endorsed all applications that were submitted for Bay Area projects, including this SMART/Petaluma/Danco proposal. Awards will be announced in October.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE): The U.S. Department of Transportation has released a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER, will provide maximum awards of \$25 million, with no State being awarded more than \$100 million in total. This program is highly competitive with approximately 7% of requests being funded.

The State of California (Caltrans) has selected three projects to be official State submittals for the RAISE competition and the SMART Windsor Extension Project is one of those three submittals. Applications are due July 12, 2021, and the State and SMART staff are working collaboratively to complete the submittal package.



June 16, 2021

The Honorable Alfredo Pedroza, Chair
Metropolitan Transportation Committee
375 Beale Street, #800
San Francisco, CA 94105


Dear Chair Pedroza:

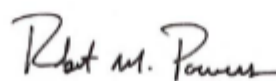
The Healthy Transit Plan and reporting dashboard have played a critical role in communicating our shared commitment to limit the spread of COVID-19 while maintaining safe transit service for essential workers during the pandemic. As the state has now lifted most pandemic restrictions, transit operators across the Bay Area are collaborating to refocus our attention on regaining ridership through service restoration and the Return to Transit campaign. Plans are underway to update and rebrand the www.healthytransit.com website to provide one location for the public to get information about how Bay Area transit operators will keep our region running with high quality, safe service to meet the needs of all types of riders. In the coming weeks, the “All Aboard Bay Area Transit” campaign will launch, providing a uniformed message and branding about moving forward together to encourage people to ride transit.


The attached report covers the transit operator metrics from May 10 to June 9, 2021, as called for in the Riding Together: Bay Area Healthy Transit Plan. With the Commission’s endorsement, transit operators believe that, in coordination with the State’s reopening on June 15, it is the appropriate time to close out the monthly reporting after this current report. The dashboard will no longer be useful as state and federal requirements for distancing are removed, and agencies have demonstrated consistent application of the employee facing metrics.

Although the pandemic response is shifting from mitigation to recovery, the region’s transit agencies will continue to require mask wearing indoors per federal mandates and commonsense measures such as improved ventilation will remain in place. We appreciate the Commission’s ongoing support of transit during the pandemic and look forward to continued collaboration as we work together to restore ridership, rider confidence, and financial stability.

Sincerely,


Michael Hursh,
General Manager
Alameda-Contra Costa
Transit District (AC Transit)


Robert Powers,
General Manager
San Francisco Bay Area
Rapid Transit District
(BART)


Michelle Bouchard,
Acting Executive Director
Caltrain



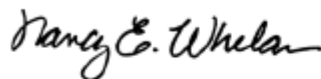
Rick Ramacier
General Manager,
County Connection



Diane Feinstein
Transportation Manager,
Fairfield and Suisun Transit
(FAST)



Denis Mulligan
General Manager,
Golden Gate Bridge, Highway
& Transportation District



Nancy Whelan
General Manager,
Marin Transit



Kate Miller
Executive Director,
Napa Valley Transportation
Authority (NVTa)



Jared Hall
Transit Manager,
Petaluma Transit



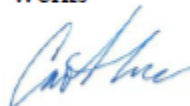
Rachel Ede
Deputy Director,
City of Santa Rosa
Transportation & Public
Works



Seamus Murphy
Executive Director,
Water Emergency
Transportation Authority
(SF Bay Ferry)



Jeffrey Tumlin
General Manager,
San Francisco Municipal
Transportation Agency
(SFMTA)



Carter Mau
Acting General
Manager/CEO,
San Mateo County Transit
District (samTrans)



Farhad Mansourian
General Manager,
Sonoma-Marín Area Rail
Transit (SMART)



Beth Kranda
Executive Director,
Solano County Transit
(SolTrans)



Bryan Albee
Transit Systems Manager,
Sonoma County Transit



Jeanne Krieg
Chief Executive Officer,
Tri Delta Transit



Michael S. Tree
General Manager,
Livermore Amador Valley
Transport Authority



Evelyn Tran
General Counsel & Interim
General Manager/CEO,
Santa Clara Valley
Transportation Authority
(VTA)



Charles Anderson
General Manager,
Western Contra Costa
Transit Authority
(WestCAT)

Bay Area Transit Agencies Update on Healthy Transit Plan Public Dashboard

June 16, 2021

From the onset of the pandemic, Bay Area transit agencies, both large and small, united to implement measures to provide a safe ride for the public during the COVID-19 pandemic. Transit agencies took ownership of a coordinated response and collaborated to develop and publish “Riding Together: Bay Area Healthy Transit Plan.” As part of their commitment to the plan, regular reporting to the public is provided by the transit agencies via a dashboard as a means of accountability. The dashboard has been kept up to date at: <http://healthytransitplan.com/>. As the state and region emerge from the pandemic, the focus must now shift to recovery, service restoration, and bringing riders back to transit.

Today, transit agencies are reporting on the period of May 10 –June 9, 2021. A brief summary of outcomes for each of the four core metrics is as follows:

Metric	Outcomes
Passengers Properly Wearing Face Coverings	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of passengers are properly¹ wearing face coverings on transit.</p> <p>FAST received a 4.5-star rating with 94% of passengers properly wearing face coverings on transit. All occurrences of non-compliance were passengers waiting for the bus who are actively eating, sitting on the benches or on their phone. Several passengers became confrontational when given a reminder to comply or offered a face mask. We anticipate the resumption of fares (June 1st) may reduce these occurrences. TSA/CDC posters continue to be posted along with LED Signage notifications, and verbal reminders are provided (if the passenger is approachable and with ample distance) that masks must be worn on the bus island as well as the bus, per TSA/CDC. We continue to count anyone without a mask, even if there is only one person waiting, as non-compliant.</p>

¹ A properly worn face covering covers both the nose and mouth. Having a mask that is not properly worn is counted as non-compliant.

Vehicle Capacity for Safe Distancing	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of vehicles have capacity to allow for physical distancing required by each respective county's public health guidance while riding.² Where systems are falling short of 5-stars it illustrates the continuing need for transit service of transit-dependent and essential workers.</p> <p>AC Transit achieved a 3.5-star rating with 83.6% of vehicles having capacity to allow for physical distancing while riding. The agency's ridership continues to steadily increase likely due to the high percentage of transit dependent riders on the system combined with the reopening of indoor activities in the East Bay. AC Transit still receives regular reports of passenger pass-ups due to capacity limits and the high number of riders dependent on the service. It does not have the immediate operator resources to increase frequency to address the pass-up of riders likely trying to make essential trips. The agency moved to 3ft physical distancing on buses on June 7 which is expected to reduce rider pass-ups.</p>
Employees Properly Wearing Face Coverings	All agencies achieved 5-star ratings, meaning at least 95% of employees are properly wearing face coverings at work.
Contact Tracing	All agencies achieved 5-star ratings, meaning at least 95% of employee known exposures or positive COVID 19 cases have internal contact tracing completed or underway. A five-star rating is also applied if no potential exposures or cases exist.

² The Healthy Transit Plan includes guidance that public transportation customers are expected to remain a minimum of 3 feet or optimally 6 feet, as practicable. As the region moves further into recovery a 3-foot metric (coupled with high rates of face covering compliance) may become more appropriate. For this reason, the plan does not recommend a minimum compliance level. For this period of reporting, based on current public health orders, operators applied a 6-foot metric with the exception of SFMTA which moved to a 3-foot metric on April 15th in compliance with an update to San Francisco's public health order.

SAFETY AND SECURITY



Trespasser South of Caufield Ln Petaluma



Trespasser North of Piner Road, South of San Miguel, Santa Rosa



Trespasser on Sebastopol Avenue, Santa Rosa



Trespasser Redwood Landfill Petaluma



Trespasser on College Avenue, Santa Rosa



Trespasser sleeping on Sebastopol Avenue Bike Patch, Santa Rosa

Highway 101 Northbound Car Crash into fence (North of San Marin Station in the Novato Narrows)





Trespasser near Hamilton Parkway Crossing, Novato



Trespasser near Haystack Bridge, Petaluma