

Sonoma-Marín Area Rail Transit District



General Manager's Report –November 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

COMMUNITY OUTREACH AND MARKETING

Community Outreach | 6th Annual Holiday Express Toy Drive



**Hamilton
SMART Station
Main Gate Road
Novato
2 pm - 4 pm**

Help us make the holiday bright for kids in need. Drop off a new, unwrapped toy, game, puzzle, gift card or stuffed animal for Novato kids ages 2 - 17. Volunteers in holiday attire will be on-site handing out holiday goodies along with free tickets for future rides on the SMART train. Pack up the kids, put on your masks and help them join the true meaning of this holiday season.

Saturday, December 4, 2021

Community Partners



Donations will be distributed before Christmas to Novato families in need who have preregistered. If you can't join us on December 4, please drop off new unwrapped toys at locations in and around Novato. December 4, is the last opportunity to donate. For more information about this event, visit <https://www.sonomatoydrive.com/marin>

This is a covid-safe event, please wear your mask.



**Railroad Square
SMART Station
7 Fourth Street
Santa Rosa
10 am - 1 pm**

Help us make the holiday bright for kids in need. Drop off a new, unwrapped toy, game, puzzle, gift card or stuffed animal for Sonoma county kids ages 2 - 17. Volunteers in holiday attire will be on-site handing out holiday goodies along with free tickets for future rides on the SMART train. Pack up the kids, put on your masks and help them join the true meaning of this holiday season.

Saturday, December 4, 2021

Community Partners



Donations will be distributed before Christmas to Sonoma county families in need who have preregistered. If you can't join us on December 4, please drop off new unwrapped toys at your choice of 100+ locations, visit [ToyDriveLocations.com](https://www.ToyDriveLocations.com). December 4, is the last opportunity to donate. For more information about this event, visit [SonomaToyDrive.com](https://www.SonomaToyDrive.com).

This is a covid-safe event, please wear your mask.

The SMART Holiday Express Toy Drive is here for the sixth year in a row! On **Saturday, December 4**, SMART will host its annual Holiday Express Toy Drive at two locations – the first at the Santa Rosa Downtown train station from 10:00 AM – 1:00 PM, and the second at the Novato Hamilton train station from 2:00 PM – 4:00 PM. This year, we're partnering with organizations in Marin and Sonoma counties to collect unwrapped toys to help local families in need. Join community nonprofits, first responders and local organizations for a safe and festive way to help those in need have a bright holiday season.

Donate a new, unwrapped toy at one of our drive-thru drop-off events and receive a ticket for a free ride on the SMART train! You can also catch our seasonally decorated train during regular weekday service and on Saturdays through January 1!

Last year, in 2020, SMART collected over 1,500 toys. Masks and social distancing are required at this event.

Media | News Coverage

- November 15, SMART to regain authority over LPG tankers (Sonoma Index Tribune)
- November 15, SMART to regain authority over LPG tankers (Petaluma Argus Courier)
- November 15, Labor Department pension ruling stalls funding for SMART, other transit agencies, imperiling infrastructure projects (The Press Democrat)
- November 12, SMART board to address LPG tanker storage in Schellville (The Press Democrat)
- November 12, SMART board to address LPG tanker storage in Schellville (Sonoma Index-Tribune)
- November 10, Novato council weighs business ideas for former depot (Marin Independent Journal)
- November 10, Train Lines: How two Press Democrat owners finessed a Petaluma real estate deal (North Bay Bohemian)
- November 9, Train Lines: How two Press Democrat owners finessed a Petaluma real estate deal (Pacific Sun)
- November 3, Railroaded: Behind the scenes of SMART's freight takeover (Pacific Sun)
- November 3, Railroaded: Behind the scenes of SMART's freight takeover (North Bay Bohemian)
- October 31, Editorial: SMART GM skill sets match district needs (Marin Independent Journal)
- October 23, Dick Spotswood: Pandemic uncertainty should pause all transit, highway expansion (Marin Independent Journal)
- October 22, People News: The SMART Board of Directors approved the appointment of Cumins on Oct. 20 (Progressive Railroading)
- October 21, SMART names Cumins its next GM (Progressive Railroading)
- October 21, SMART announces new general manager (KPIX TV 5)
- October 21, SMART selects Utah official as general manager (Marin Independent Journal)
- October 21, SMART train selects new GM (KSRO Radio 1310)
- October 20, SMART names Utah transit official as new general manager (The Press Democrat)
- October 17, Editorial: Goals for transit center the same, despite uncertainties (Marin Independent Journal)
- October 13, SMART train collides with minivan in Santa Rosa, DUI suspected (The Press Democrat)
- October 13, CA: SMART mandates coronavirus vaccine or tests for staff (Mass Transit)
- October 7, Jennings crossing over SMART tracks gets another extension (The Press Democrat)
- October 5, Dick Spotswood: Coal rail plan could put smudge on Great Redwood Trail concept (Marin Independent Journal)

OPERATIONS

VEHICLE MAINTENANCE:

- Performed emergency exit window pull test on 2 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 overhaul brake maintenance on Diesel Multiple Unit 111. This maintenance involves removing all brake components and sending them out to a third party to have them inspected and certified. This maintenance allows SMART to stay in compliance with Federal Railroad Administration's requirements .
- Inspected close circuit television system on Diesel Multiple Unit 117 and found system inoperative. Attempted to re-install cameras to network system but that did not work. Replaced network video recorder system and system worked properly.
- Performed wheel truing on 8 axles due to flat spots occurring. The Diesel Multiple Units were placed into emergency to avoid striking a tree that fell on the tracks from the rainstorm.
- Changed out interior destination signs on Diesel Multiple Unit 115.
- Performed annual maintenance on 2 Diesel Multiple Units.
- Performed mid-year maintenance on 2 Diesel Multiple Units
- Performed 500 hour oil change on 2 Diesel Multiple Units.
- Automatic Train Control maintenance performed on 4 Diesel Multiple Units. This maintenance keeps us compliant with Federal Regulatory Association regulations regarding 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.

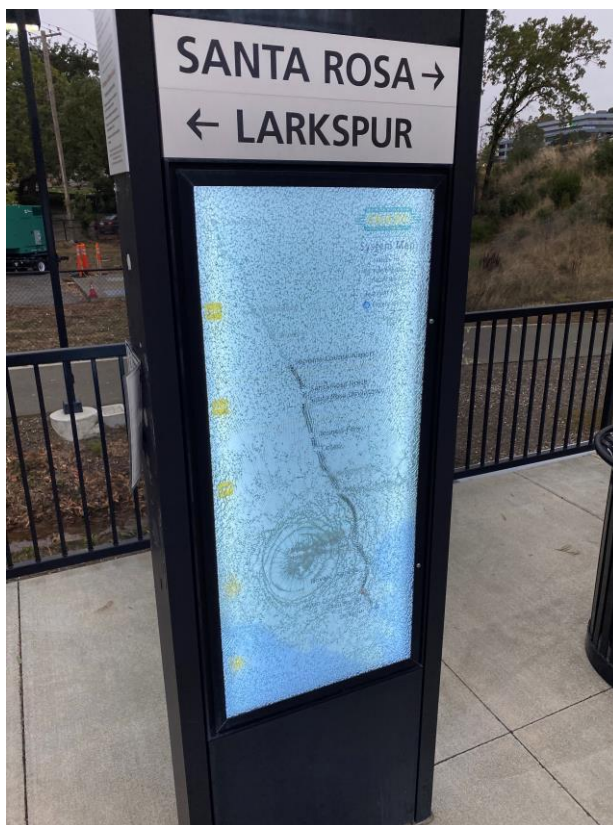
TRANSPORTATION:

- Training one Controller Supervisor
- Two Conductors have been certified.
- SMART Transportation Department Training has been completed for 2021.
- SMART is continuing Interviews for Engineers/Conductors and Bridge Tender.

MAINTENANCE OF WAY:

- The Track team performed approximately \$20,000 in billable flagging for the month of November for various outside contractors at multiple locations.
- The Signal team worked with SMART's Manager Train Control Systems and the City of San Rafael to implement traffic pre-emption software changes at 4th, 5th, and Mission Streets in San Rafael. These changes will improve reliability and reduce electronic faults for both the traffic control devices and automatic grade crossing warning devices.
- The Facilities team completed fence cut repairs at 8 separate locations in November.
- The Track Team piloted the track geometry test car for its annual test on November 7th. There were a couple minor deviations detected that were corrected prior to the start of revenue service on Monday morning.

The Facilities Team replaced two broken glass panels on the map pylon signs at Civic Center and one broken shelter glass panel at Novato Downtown. These were all broken due to vandalism (Below)



Broken map pylon glass at Civic Center Station (before).



Broken map pylon glass at Civic Center Station (after).

On October 31, 2021, an automobile travelling eastbound on Lakeville Highway veered off the road and onto the track in Petaluma just east of East D Street. The car had to be removed with a tow truck and damaged approximately 100 feet of fencing. Temporary repairs were made until ordered replacement materials arrived and permanent repair was completed in November.

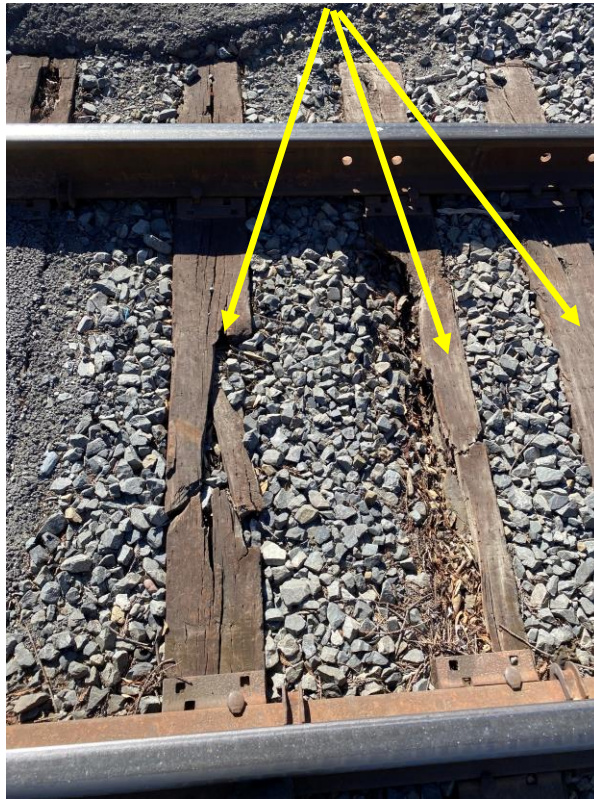


Car on the track in Petaluma

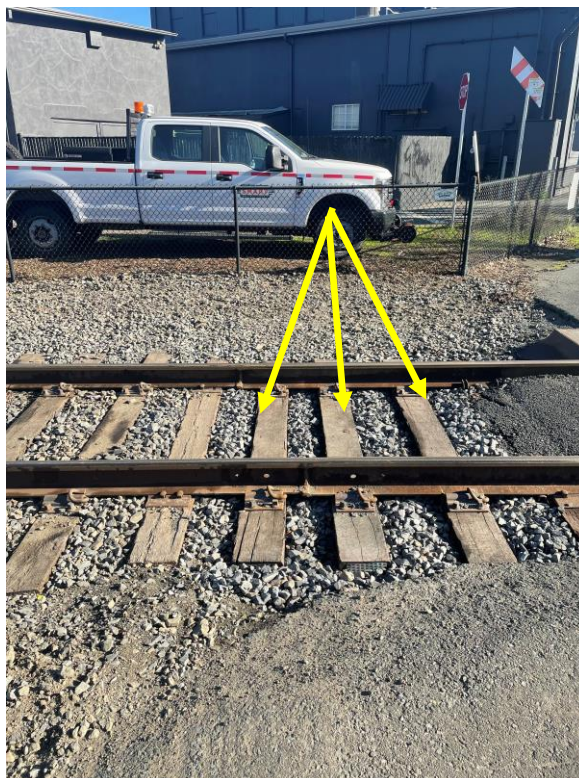


Fence damage from car on track in Petaluma.

The Track staff replaced 3 deteriorated wood crossties at College Avenue, replaced ballast, and tamped the location.



Deteriorated wood ties at College Avenue.



3 new wood ties installed at College Avenue.

The Facilities staff installed a new access gate in the right of way fencing at San Rafael Creek off 2nd Street. This gate will enable SMART's contractor access to plant and maintain environmental enhancement vegetation at this location.

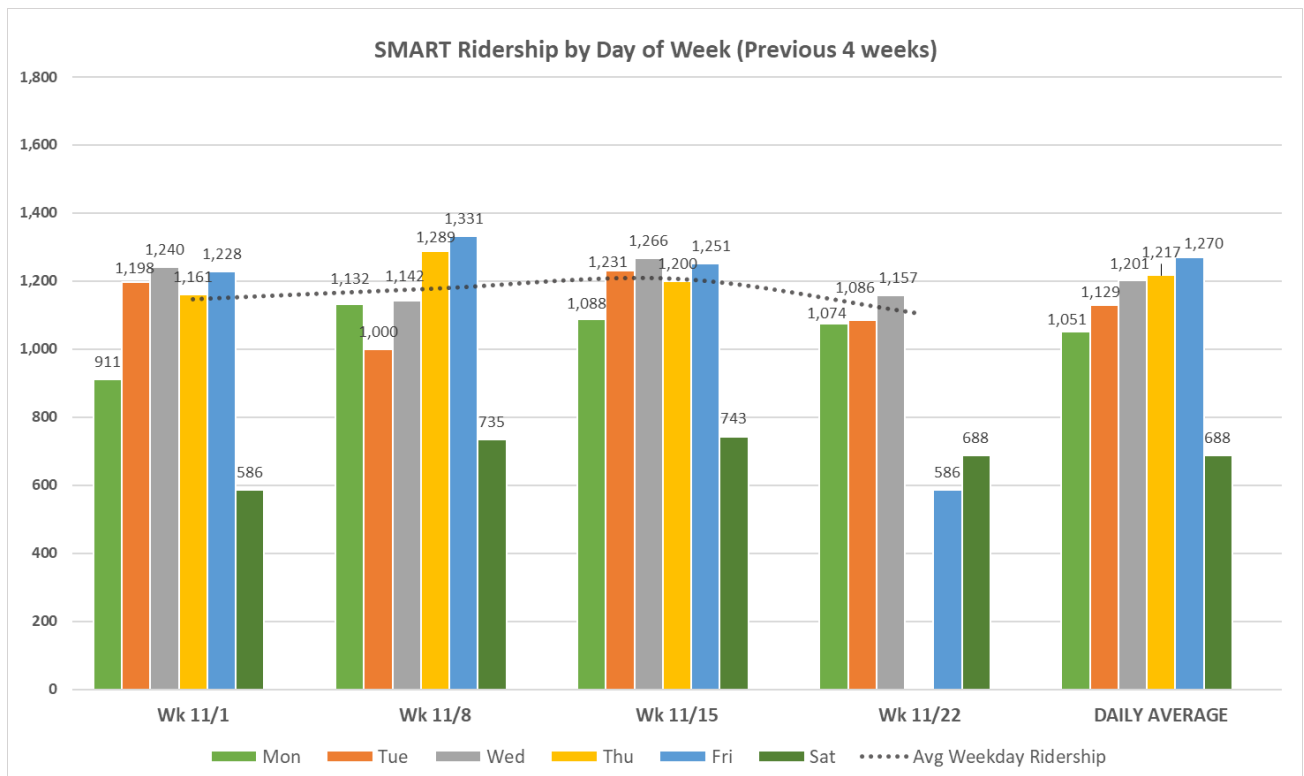


New access gate installed for San Rafael Creek at 2nd Street.

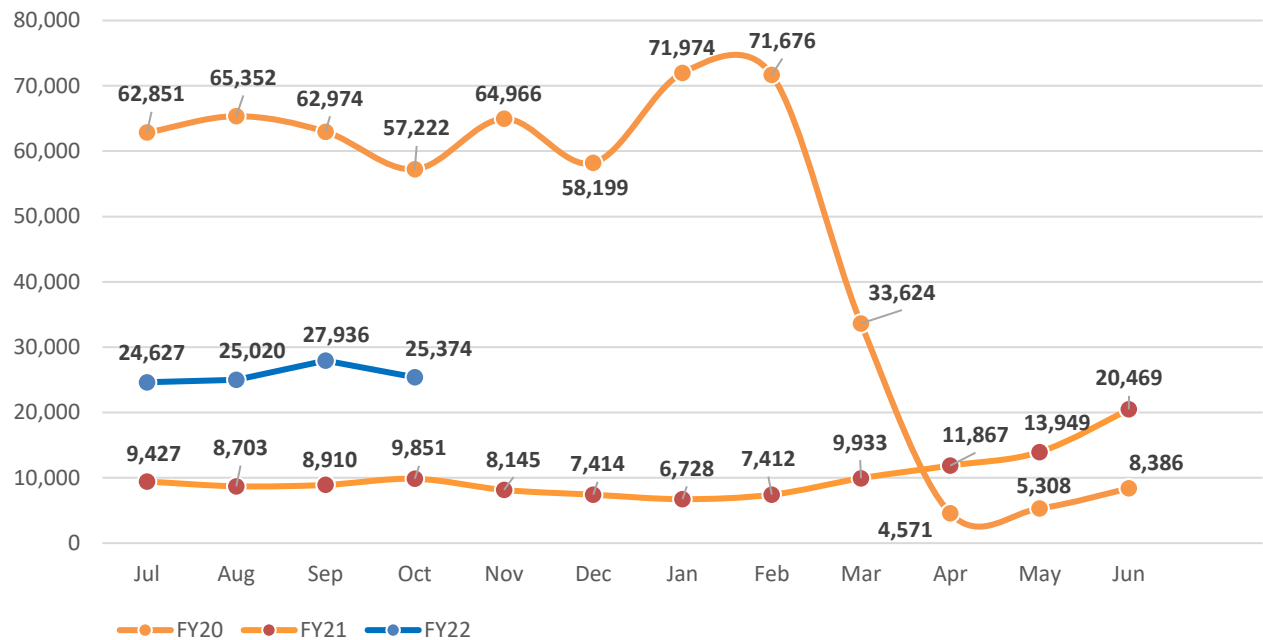
RIDERSHIP INFORMATION

FY22 SMART Ridership Weekly Report (DRAFT; COVID-19)

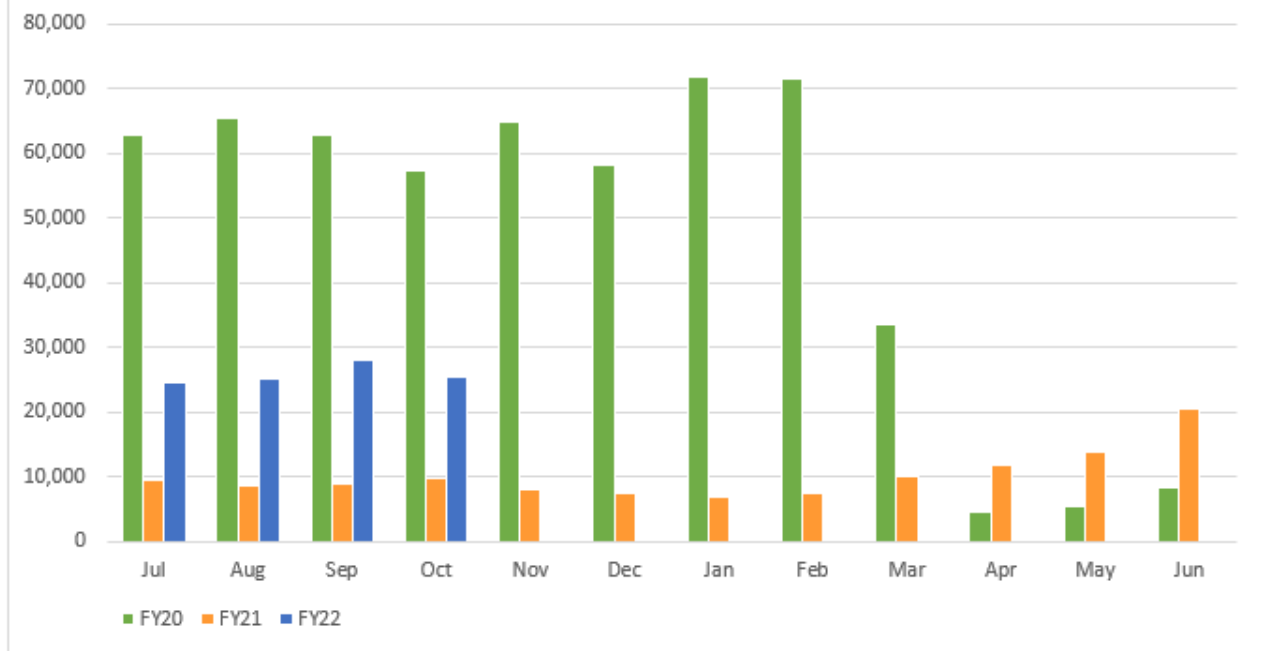
Week of	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total (Onboard Counts)	Avg Weekday Ridership	Bikes	Wheelchairs
6/28/2021	668	837	910	957	967	718	265	5,057	868	810	39
7/5/2021	599	868	1,037	905	923	596		4,928	933	769	39
7/12/2021	922	913	978	967	996	831		5,607	955	930	12
7/19/2021	871	994	1,023	1,010	1,013	631		5,542	982	879	41
7/26/2021	837	982	970	1,152	996	706		5,643	987	937	23
8/2/2021	849	947	975	931	962	683		5,347	933	842	36
8/9/2021	884	1,037	943	1,005	893	641		5,403	952	1,026	39
8/16/2021	995	1,051	1,075	1,112	1,173	731		6,137	1,081	1,016	31
8/23/2021	1,002	1,083	1,052	1,163	1,070	522		5,892	1,074	1,021	18
8/30/2021	1,110	1,131	1,137	1,265	1,230	808		6,681	1,175	968	36
9/6/2021	581	1,072	1,206	1,170	1,168	673		5,870	1,154	967	53
9/13/2021	1,111	1,156	1,169	1,203	1,150	684		6,473	1,158	1,069	31
9/20/2021	1,131	1,164	1,162	1,205	1,046	726		6,434	1,142	1,164	35
9/27/2021	1,089	1,243	1,241	1,177	1,217	576		6,543	1,193	1,192	20
10/4/2021	1,026	1,180	1,111	1,200	1,180	751		6,448	1,139	1,072	31
10/11/2021	1,056	1,177	1,096	1,207	1,344	737		6,617	1,176	1,047	39
10/18/2021	1,156	1,177	1,044	1,122	1,037	536		6,072	1,107	761	21
10/25/2021	918	1,169	1,222	1,135	1,161	463		6,068	1,121	856	11
11/1/2021	911	1,198	1,240	1,161	1,228	586		6,324	1,148	887	18
11/8/2021	1,132	1,000	1,142	1,289	1,331	735		6,629	1,179	843	13
11/15/2021	1,088	1,231	1,266	1,200	1,251	743		6,779	1,207	923	48
11/22/2021	1,074	1,086	1,157		586	688		4,591	1,106	520	26
Average (4 week)	1,051	1,129	1,201	1,217	1,270	688		6,081	1,160	793	26
Daily Average does not include holidays											
Blue indicates holiday service											
Holiday (Saturday) service operated on Friday, November 26th											



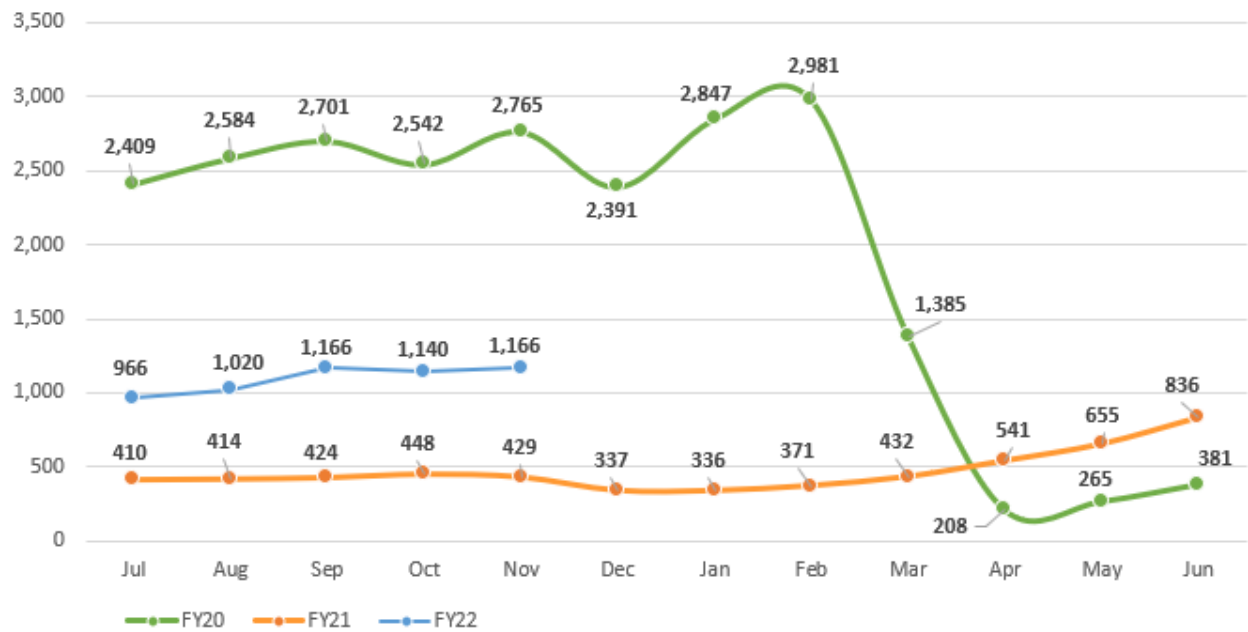
SMART FY20 - FY22 Monthly Ridership



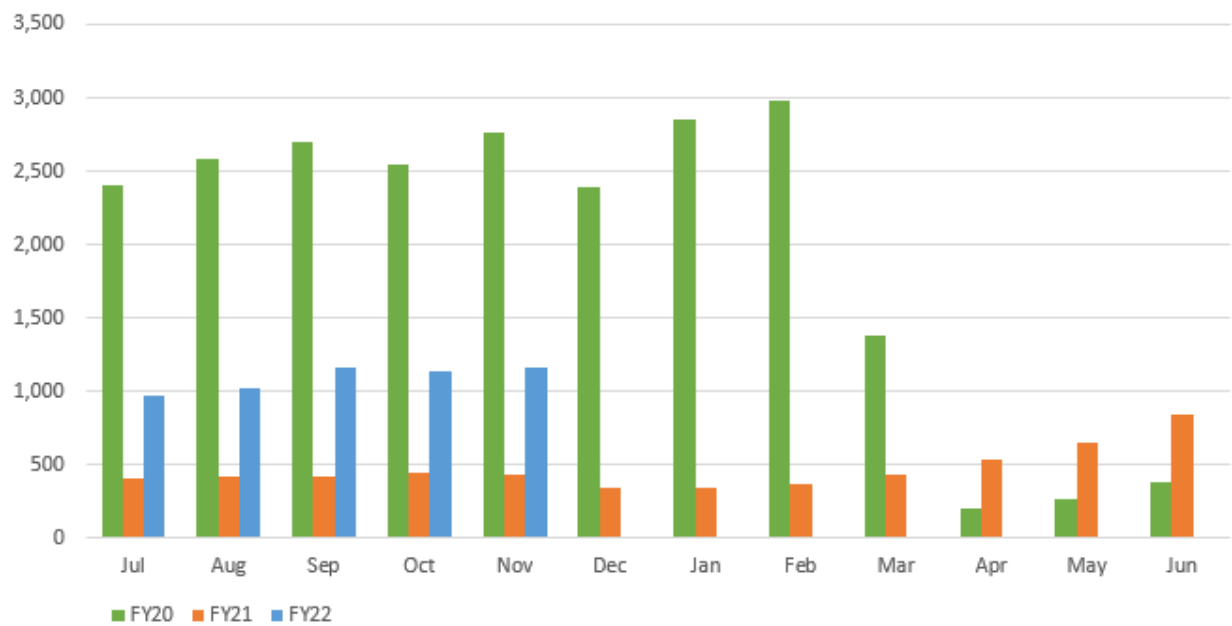
SMART FY20 - FY22 Monthly Ridership



SMART FY20 - FY22 Average Weekday Ridership



SMART FY20 - FY22 Average Weekday Ridership



MULTI-USE PATHWAY PROJECT

Sonoma County Pathway Gap Closure Project- \$15.6M

- 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:

- SMART shared at-grade crossing applications to the local jurisdictions to review before submission to the California Public Utilities Commission (CPUC).
- SMART is in the final stages of submitting the environmental application permit packages to the regulatory agencies
- The consultant design team is preparing the final construction documents.
- SMART is contacting third party utility owners to resolve any utilities in conflict with the pathway.
- SMART and City of Petaluma are coordinating elements of the North McDowell Boulevard to reconstruct the street and construct the SMART Pathway.



Future Pathway Looking South from Scenic Avenue in Santa Rosa

Marin - Sonoma County Pathway Design and Permitting: \$10.8M

- McInnis Parkway to Smith Ranch Road in San Rafael: 0.7 Miles
- Smith Ranch Road to Main Gate Road in San Rafael: 2.65 Miles
- State Access Road to Bay Trail Road in Novato: 1.4 Miles
- Hannah Ranch Road to South Side Novato Creek in Novato: 1.09 Miles
- Grant Avenue to Olive Avenue in Novato: 0.26 Miles
- Olive Avenue to Rush Creek Place in Novato: 0.38 Miles
- Main Street to E. Railroad Avenue in Santa Rosa: 1.48 Miles
- Santa Rosa Downtown Station to 6th Street, Santa Rosa: 0.4 Miles
- Guerneville Road to Airport Boulevard in Santa Rosa: 4.6 Miles

The pathway segments have been split into two separate projects. The first project, Marin – Sonoma Pathway Design and Permitting, has released a Request for Proposal (RFP) to hire a designer and received proposals that are currently being evaluated. The second project, Marin Pathway Design and Permitting, the SMART team is focusing on:

- Finalizing the RFP to hire a design consultant and permitting team



Future Pathway Street Crossing Location on W. Steele Lane in Santa Rosa

SAN RAFAEL CREEK RIPERIAN ENCHANCEMENT PROJECT

The project fulfills permit mitigation requirements to restore riparian habitat along the San Rafael Creek in the City of San Rafael. This mitigation was required as part of the Larkspur Extension Project's environmental permits.

The SMART team is focusing on:

- SMART hired Hanford Applied Restoration and Conservation (ARC) to implement and monitoring the work.
- Site Preparation and planting will begin in December.



Contractor is Evaluating Site Conditions Before Starting Work

HUMAN RESOURCE

CURRENT OPEN RECRUITMENTS:

- Engineer Conductor
- Conductor
- Signal Technician
- Superintendent of Signals and MOW
- Facilities Maintenance Supervisor
- Bridge Tender

NEW PROMOTIONS/HIRES

- Hired one Vehicle Maintenance Technician on November 1, 2021.
- Hired our Community Outreach Coordinator on November 1, 2021.
- Hired our Purchasing Assistant on November 1, 2021.
- Hired one Vehicle Maintenance Supervisor on November 15, 2021.
- Hired one Track Maintainer on November 22, 2021.

MISCELLANEOUS

Human Resources staff are working with the California Department of Public Health Testing Task Force to prepare for COVID-19 testing beginning December 6, 2021. Currently, 84.5% of District staff have provided proof of vaccination for COVID-19. Human Resources staff will be responsible for oversight of SMART's testing program. Designated District staff have begun training to administer the testing program.

REAL ESTATE

PROPERTY ACQUISITIONS

Windsor Extension Project - Staff is working to close out the transfer of property to the County for the redesigned and rebuilt bus pullout on Airport Boulevard in Santa Rosa. Staff is finalizing a draft agreement to send back to the County.

North Coast Rail Authority (NCRA) - Staff has been cataloguing all NCRA Agreements and has performed tenant outreach, talking to several tenants about the agreements, payments, and any items of concern.

Pathway - Coordinating with the adjacent property owners, tenants, and local municipalities regarding relocation of facilities and/or utilities and securing any necessary land rights to accommodate the construction of the pathways and interim access and laydown area needs. Staff is researching items needed for the San Rafael Airport segment of the Non-Motorized Path.

PROPERTY MANAGEMENT

Staff is continuing to research SMART's ownership, property rights of ingress and egress easements and current and necessary agreements along the Brazos Branch and newly acquired NCRA segments up north to MP 89.

Staff is continuing the title work for the proposed Non-Motorized Pathway Project and continuing to address a variety of requests from adjacent property owners. Staff is also managing leases, licensing agreements, easements, and/or current Master agreements for utility and telecommunications companies that are crossing SMART property.

LEASES

Staff is continuing the process of looking at existing leases to determine what needs to be brought current. We have begun meeting with property owners and are currently having various parcels and leased areas surveyed for lease renewals going forward. New leases are actively in progress for Kelleher Lumber, House of Daniels, Clover Sonoma, and Old Town Glass with the Clover Sonoma lease expected back shortly for GM signature.

Cloverdale Depot – Sonoma County is looking at potential locations to lease space and have inquired about the availability of space at the Cloverdale Depot. Staff is assisting as requested.

SALES

SMART has been asked by House of Daniels ("HOD") if HOD can purchase 1.14 acres of SMART Property at Black Point in Novato at the Brazos line. The request has been circulated to SMART Senior Management. SMART cannot sell the entire portion requested but may be able to sell a small gravel portion at the opposite end of the property from the HOD office if the price makes sense to SMART. The portion Daniels is interested in most is not available for sale. The portion SMART might be willing

to sell is of least interest to Daniels and based on his appraiser's valuation of the overall property, relating to the lease, not worth selling for SMART.

LICENSE & PERMIT RATES

Staff is working on a license and permit rate structure commensurate with others in our industry. Staff has spoken with other transit lines and is assembling rate options for transverse and longitudinal crossings and right of entry permits. Staff is looking at the valuation methods used, speaking with a nationally known rail appraiser as to methodology.

TITLE WORK

Miscellaneous as asked by Legal and Engineering for the Pathway.

SPECIAL EVENT REQUESTS:

Penngrove Parade of Lights- Penngrove Social Firemen- Holiday Parade of the Lights- Penngrove- December 19, 2021

RIGHT OF ENTRY PERMITS ISSUED:

PG&E- Electrical Maintenance- Brazos Mare Island- Extended
Danco- Sage Commons Project- Santa Rosa- Amended and Extended for Traffic Control
Sonic- Fiber cable pull and splice- Hopper Street- Petaluma
Sonic- Vault Maintenance- Rush Landing Road- Novato
AT&T- Traffic Control and Fiber Cable replacement- Rohnert Park
OUTFRONT MEDIA- PG&E meter relocation- Rohnert Park

STAFF IS CONTINUING WORKING ON ISSUING RIGHT OF ENTRY PERMITS/LICENSE WITH:

City of Rohnert Park- No Train Horn Signage Project- Rohnert Park
County of Marin- Signal light improvements- N. San Pedro/ Los Ranchitos- San Rafael
OUTFRONT MEDIA- Fence relocation for NMP- Rohnert Park
PG&E- Gas Pipeline Maintenance- Manuel Drive- Novato
PG&E- Gas Regulator/Pipeline Installation/License Agreement- Fulton Yard- Santa Rosa/Fulton
PG&E- Yearly Vegetation Management for Electrical Division
PG&E- Gas Regulator Installation- Hart Lane- Santa Rosa/Fulton
Fredric C. Divine Associates-/Homeward Bound- 1385 N. Hamilton Pkwy- Novato
County of Marin- Simmons Slough Water Management System
Marin County Flood Control – Installation of 3 pumps – Hwy 37
Metro-MCI – request to connect to Sonic fiber line

ON-GOING PROPERTY MANAGEMENT ACTIVITIES

COMCAST – Staff is still working to finalize outstanding license agreement fees. Fiber Optic installation verifications in 7 locations. Legal working on Master Agreement.

AT&T- Staff is working to finalize an update Master Agreement for maintenance of existing license agreements.

License agreements for discovered local municipalities facilities on SMART Right of Way.

Annexation of Sewer Lines for 105 Roblar Drive, Novato has been executed.

Quitclaim deed research and request with Caltrans was approved by the CTC at August Meeting.

Records research for all Private and Public crossings – continued data base development.

Records research on Brazos Branch (Napa County – real estate records)

Records research for Healdsburg.

Work on Lease comparisons for updating all SMART leases.

Work on Appraisal values for various Healdsburg properties and PG&E easements.

Work with Accounting to get any past due Lessee's accounts up to date.

Research of records for old Petaluma, Santa Rosa Rail line spur in Petaluma – downtown trestle

Research of records for Healdsburg Station – environmental records researched

Staff is continuing to work with Pacific Gas & Electric Company to refine access issues and update Master Agreement with after discovered facilities.

Consulting with Engineering on costs.

Continue to handle property management issues from adjacent landowners.

Continue to support construction by doing property research for discovered property issues.

Research property ownership for homeless encampments on Right of Way.

Research on title issues to clarify property ownerships and survey as necessary to continue working with property owners to remove encroachments.

Field work visiting SMART owned properties.

Draft Master License Agreement for Town of Windsor is in progress

GRANTS, LEGISLATION, PLANNING AND REGIONAL ACTIVITIES

REGIONAL AND LOCAL PLANNING ACTIVITIES

Local Planning Department Notification and Coordination Tracking: SMART Planning Staff also tracks and reviews all notices sent by local jurisdictions for projects occurring adjacent to or nearby the railroad tracks. In 2021 to date SMART has received and reviewed **36** different notices while in 2020 through November SMART received **103** notices. In 2019 through October SMART received **159** notices.

SMART submitted comments on the Draft Environmental Impact Report for the San Rafael Transit Center on November 1, 2021. Per the 2018 MOU between GGBHTD, SMART, and BATA, SMART is a responsible agency for the purposes of environmental review under CEQA and the selected alternative must be approved by the SMART Board of Directors before RM-3 monies can be allocated by BATA (*comment letter attached*).

State Route 37 – Planning Processes Underway:

- SR37 Policy Committee (Resilient SR37);
- SR37 Caltrans Planning and Environmental Linkages Study (SR37 PEL Study);
- US 101-SR 121 Environmental & Design Alternative Analysis (DAA), *now merged with PEL*;
- SR37 Caltrans Comprehensive Multi-Modal Corridor Plan (SR37 CMCP).

The **SR37 Planning and Environmental Linkages (SR37 PEL) Study** meetings are scheduled quarterly with the most recent meeting on September 24, 2021. That meeting included presentations by SMART on the freight rail activity in the corridor today and future possibilities for passenger rail along the corridor, as well as an update on the PEL and the US101 to SR121 Design Alternative Analysis (DAA). Evaluations of DAA alternatives are underway and interested parties and agencies, including SMART, were requested to submit comments by November 29.

Figure 1: Alternatives Evaluated under the SR 37 Ultimate Sea Level Rise DAA



Federal Transit Administration – Sustainable Transit for a Healthy Planet Challenge: On June 15, 2021, FTA launched the ***Sustainable Transit for a Healthy Planet Challenge*** to encourage transit agencies to build on progress already made and to further reduce GHG emissions from public transportation in support of greenhouse gas (GHG) reduction goals set by President Biden on April 21, 2021, Earth Day. The goal for the United States is to achieve a 50-52 percent reduction from 2005 levels in economy-wide net GHG pollution in 2030. The State of California’s current goal is to reduce its GHG emissions by 40% below 1990 levels by 2030.

The FTA's ***Sustainable Transit for a Healthy Planet Challenge*** encourages transit agencies to take bold actions and investments to cut GHG emissions. The challenge calls on transit agencies to develop climate action strategies with measurable goals to achieve GHG emission targets. All transit agencies nationwide, regardless of size or service area, are encouraged to develop climate action or sustainability plans that detail GHG reduction strategies, such as converting fleets to lower emissions and making facilities more energy efficient. The end of October 2021 was the deadline for participating transit agencies to sign up for the challenge. The FTA will be providing guidance and best practice support for participating transit agencies through the Winter and Spring 2022.

Area transit agencies who have signed up to participate in this FTA challenge includes SMART, BART, SF Bay Ferry (WETA), San Francisco Municipal Transit Agency (MTA), Alameda-Contra Costa (AC) Transit, Santa Clara Valley Transportation Authority (VTA), Napa Valley Transportation Authority (Napa VINE), and Mendocino Transit Authority (MTA).

SMART staff will be compiling recommended elements for an FTA-supported Climate Action/Sustainability Plan and present to the results to the SMART Board in the Spring 2022. Deadline for agencies to submit their climate action strategies with measurable goals to achieve GHG emission targets will be April 15, 2022.

Amtrak Thruway Route 7: San Joaquin Joint Powers Authority (SJJPA) was created in 2012 with the support of local and regional agencies in the San Joaquin Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland) to protect the existing San Joaquin Rail Service and to promote its improvement. In 2019, SB742 (Allen) modified State law to allow bus services connecting to Intercity Rail (the Amtrak Thruway routes) to be opened for use as connecting services to other rail or transit services. The SMART Board supported SB742 as the Amtrak Thruway Route 7, which runs through the SMART corridor from Petaluma north to McKinleyville, would create greater access options between SMART and north of the SMART District in Mendocino and Humboldt counties.

The SJJPA board is now beginning to undertake the policy and technical implementation measures to allow ticketing between non-Amtrak Intercity Rail services and Thruway services like the Route 7. SMART has communicated support to the SJJPA (*letter attached*). On November 20, the SJJPA Board approved advancing an open ticketing system for Thruway service connections to other systems and will begin implementation in cooperation with connecting service providers starting in December 2021. SJJPA will also be working with Caltrans, Greyhound, transit providers throughout the corridor, and other interested parties on a Caltrans-led study for more integrated service along Thruway and Intercity bus corridors with more service over the next year.

TRANSIT COORDINATION MEETINGS

- **November 3, 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, upcoming State discretionary grant programs and MTC respective endorsement strategies for each of the funding opportunities. SMART staff presented on SMART's first four years of service to the 50-member group as part of the monthly "transit agency sharing".
- **November 10, 2021** - Staff participated in the monthly Sonoma County Transportation Authority Transit TAC.
- **November 2, 9, 16, & 30 - 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 the Federal Department of Labor's reinstatement of California pension reform issues from 2012, resulting in the halting of Federal Transit Administration grant processing to agencies, including Federal COVID relief operating support funds.



David Rabbitt, Chair
Sonoma County Board of Supervisors

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Susan Gorin
Sonoma County Board of Supervisors

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Eric Lucan
Transportation Authority of Marin

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Farhad Mansourian
General Manager

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

October 12, 2021

Raymond Santiago
Principal Planner

Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive, San Rafael, CA 94901-5318

SRTC@goldengate.org

Re: Draft Environmental Impact Report for San Rafael Transit Center

Dear Raymond,

The Sonoma-Marin Area Rail Transit District (SMART) has completed our review of the Draft Environmental Impact Report for the San Rafael Transit Center Relocation project. We support the selection of the "Move Whistlestop" Alternative and offer the following comments:

1. **Platform trees:** Figure ES-1 Move Whistlestop Alternative: the conceptual layout shows improvements on SMART property that will have to be reviewed closely by SMART as the design process continues. The proposed trees at each end of the platforms will not be acceptable to SMART as we have equipment cabinets in those locations. More importantly, anything that might obscure visibility will not be allowed. This is already an extremely busy area with pedestrians, cyclists, motorists and passengers. Thus, visibility is critical, especially for our train engineers as they enter and exit the station.
2. **Construction near active railroad:** Construction in and around the SMART station will be challenging and must not adversely affect SMART's ongoing operations. The GGHBTD should expect restricted work windows and access when working near the tracks. This may at times dictate night work. The GGHBTD will need to take appropriate precautions to protect SMART facilities and passengers during construction, including the relocation/demolition of the existing buildings.



3. **Sensitive Receptor:** The SMART station is not listed as a sensitive receptor in Table 3.11-11 (Sensitive Receptors within 0.5 miles). The SMART station, with passengers waiting for trains, must be considered a sensitive receptor. Temporary construction impacts (noise, dust, etc.) will have to be properly mitigated.
4. **Construction access:** GGHBTB must enter into an agreement with SMART to permit construction that addresses access, construction impacts, and other considerations. SMART and the GGHBTB executed a similar agreement for the work that SMART conducted in the existing San Rafael Transit Center as part of the Larkspur Extension Project.
5. **SMART Intersection Controls:** The demolition and construction phasing associated with the transit center will have an impact on the operation of the interconnected grade crossing warning systems and traffic control systems at 3rd and 4th Streets. The planning and execution of this work must be closely coordinated with SMART and the City of San Rafael; disruption to SMART's operations will not be permitted.
6. **CPUC Review of Grade Crossings:** The proposed alterations to the at-grade crossings at 3rd and 4th Street will need to go through the process set forth under CPUC's General Order 88-B, which will involve conducting a site diagnostic review with CPUC, the City, and SMART, along with the project sponsor. The final proposed alterations must be approved by CPUC.
7. **SMART Maintenance Parking:** SMART has an existing designated maintenance parking spot located on the east side of West Tamalpais adjacent to SMART's existing train control equipment; this must be preserved.
8. **Impacts to Crossing Equipment:** The general changes shown on the north side of the at-grade crossing at 4th Street may have an impact to the existing grade crossing warning equipment and traffic signal equipment. SMART will need to review and approve detailed design for this area before construction occurs.
9. **Tracks Crossing West of 3rd Street:** Safety remains a major concern for SMART. The proposed changes shown in the southwest quadrant at 3rd Street will need to more thoroughly address path of travel across the tracks. All pedestrian crossings must be included in the CPUC diagnostic review.
10. **Pick-Up/Drop-off Area in Bike Lane:** The conceptual designs depict the area of W. Tamalpais immediately north of 4th Street as designated for pick-up/drop-off uses. Per the 2018 San Rafael Bicycle Master Plan, this street is planned for a protected bike lane and will be an important connection for bicyclists accessing the Puerto Suello pathway to the north. Bicyclist safety is not compatible with a pick-up area, which would see a high rate of parking turnover.
11. **Transit Support Facilities:** The preliminary design indicates a building to be designated for District Customer Service and Supporting Uses. SMART requests that the facility be designed

to support *all* transit operators serving the San Rafael Transit Center, to allow for consolidation of public information and facilities to serve all riders.

12. **Bike Station:** Transit and bicycling are compatible and reinforcing modes of transportation, and the San Rafael Transit Center sees a high number of passengers taking their bicycles onboard the buses and trains. Transit vehicles have limited bike capacity, and the uncertainty of being able to take your bike onboard often leads to not utilizing this mode. The redesign of the SRTC provides an opportunity for incorporation of additional bike parking and a Bike Station, which can safely accommodate hundreds of bikes, and can be staffed or unstaffed. Both BART and Caltrain have implemented these at their stations. SMART recommends that the design team include a bike station in the Transit Center relocation design, adjacent or part of the Customer Service Building, easily accessible from the new Tamalpais Ave bike lane, as part of this multimodal travel hub, and work with TAM to determine project oversight.
13. **SMART Station Length:** The San Rafael Transit Center is a regional hub and the relocation and redesign have long-term implications for the potential for transit ridership in the North Bay. The ability of SMART to run trains with more than 3 cars is currently constrained by the block length in San Rafael, between 3rd and 4th street. Pre-pandemic, our 3-car trains were often at capacity, without room to expand. This project presents an opportunity to plan for a long-term vision of increased rail ridership in the North Bay, by using a creative design approach that allows for an increased train platform length. We encourage the project team to consider options that might allow for commuter rail growth to take place.

Thank you for the opportunity to review and comment on this project. Per the 2018 MOU between GGBHTD, SMART, and BATA, SMART is a responsible agency for the purposes of environmental review under CEQA and **the selected alternative must be approved by the SMART Board of Directors** before RM-3 monies can be allocated by BATA. We appreciate the ongoing partnership of GGBHTD on this important project and look forward to working together as the project progresses.

If you have any questions or need additional information, contact me at 707-794-3324 or ebetts@sonomamarintrain.org.

Sincerely,


Emily Betts
Principal Planner



November 3, 2021

David Rabbitt, Chair
Sonoma County Board of Supervisors

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Susan Gorin
Sonoma County Board of Supervisors

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Eric Lucan
Transportation Authority of Marin

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Farhad Mansourian
General Manager

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

Mr. Patrick Hume, Chair
San Joaquin Joint Powers Authority
949 East Channel Street
Stockton, CA 95202

SUBJECT: Support for Implementation of SB742 – Open Ticketing of Route 7

Dear Chair Hume:

On behalf of SMART, I'm writing to express strong support for the San Joaquin Joint Powers Authority efforts to implement open ticketing between your Route 7 Thruway bus service and other transportation services along the Martinez-Arcata Route 7 line. SMART is particularly interested in connections between the Route 7 and SMART's public regional rail services between Sonoma County Airport and Larkspur. By providing Route 7 to SMART rail ticketing, greater transportation options and access for North Coast residents will be made available. The limited public transit options currently available in the North Coast will be greatly improved by making these publicly funded bus services accessible to more of the public.

The SMART Board unanimously supported State Senate Bill 742 sponsored by Senator Allen to create the option of a Route 7 connection with SMART (see attached letter to Senator Allen). The Route 7 Petaluma stop was recently relocated adjacent to public transit facilities, including SMART's rail services at our Downtown Petaluma Station, creating real opportunities to reduce climate impacts of longer distance travel. We run a bi-directional service throughout the day on both weekdays and weekends (Saturdays only during the pandemic), creating additional opportunities to connect North Coast residents to San Francisco via our connection with Golden Gate Larkspur Ferry service. Our staff is ready to work with yours towards successful implementation of a Route 7-SMART ticketing system and hope that there are future collaboration opportunities between our systems around our current and future northern stations.

We look forward to our future collaboration on behalf of the public we all serve.

Sincerely,

David Rabbitt, Chair

Cc: SMART Board of Directors

Attachment



SAFETY AND SECURITY



Encampment on Pathway between San Rafael near Anderson Drive



A cow on East Railroad Ave, Penngrove



Trespasser - Puerto Suello Tunnel



Person sleeping on Pathway near Jacoby yard, San Rafael



Person sleeping on Pathway near Jacoby yard, San Rafael



Trespasser walking along tracks, Petaluma



Trespasser near tracks - Santa Rosa Downtown Station