

Board of Directors Meeting: January 19, 2022 , – Public Comments

Date	Name	2. Approval of the January 5, 2022 Board Meeting Minutes
1/15/2022	Mike Arnold	Attached
Date	Name	5. Public Comment on Non-Agenda Items
1/17/2022	Mike Arnold	Attached
Date	Name	6. Consent a. Accept Monthly Ridership Report – December 2021
		None
Date	Name	7. Authorize the General Manager to Award Contract No. FR-PS-21-002 to Summit Signal, Inc. to perform interim freight rail operations and maintenance services with a not-to-exceed amount of \$344,680 for an interim period of three months with a month-to-month option to extend until SMART takes over these services in-house – <i>Presented by Ken Hendricks</i>
		None
Date	Name	8. Planning for the Future (Discussion/Information Only) - <i>Presented by Eddy Cumins</i>
		None
Date	Name	9. Closed Session - Conference with Legal Counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a); Filemon Hernandez, et at. V. Sonoma-Marín Area Rail Transit District (SMART) – United States District Court for the Northern District of California – CIV No. 4:21-CV-01782
		None

From: [Michael Arnold](#)
To: [Leticia Rosas](#)
Subject: A few errors found in minutes
Date: Saturday, January 15, 2022 7:45:03 PM

Leticia

I wanted to let you know that someone called me to let me know that there were a few errors in the Board minutes in the packet on line and some poorly constructed wording that may need some editing.

So, I took a quick look. They are all minor, but I thought you might want to review prior to the Board meeting on Wednesday.

- 1) On page 4/45 David Rabbitt commented on Golden Gate transit statistics, not "bridge" statistics.
- 2) On page 7/45 David commented (I'm assuming, but you should check) on FY 2022's budget, not FY 2023's budget, as the latter budget doesn't yet exist.
- 3) Some of the phrasing in the reporting on comments in the freight section might want to be reviewed and edited a bit, possibly by the individual Board members. For instance, the paragraph on Susan Gorin (8/45) had changing past and present tenses. The rail vehicle is usually referred to as a "LPG tank car" not "LPG tank". Deb Fudge's comments referred to "the storing of LPG tanks" when it may be better to say the "parking of LPG tank cars."

There are others. If interested, I can send you additional notes.

Mike

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Comment on Agenda Item #5. Public Comment on Non-Agenda Items

Relevant Data for the Board and Public's Consideration

Hybrid Work Schedules Challenging Transit Ridership Everywhere

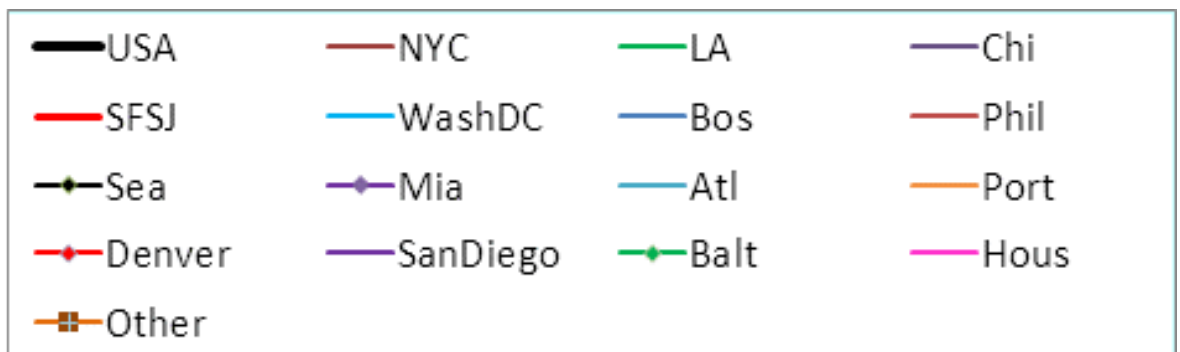
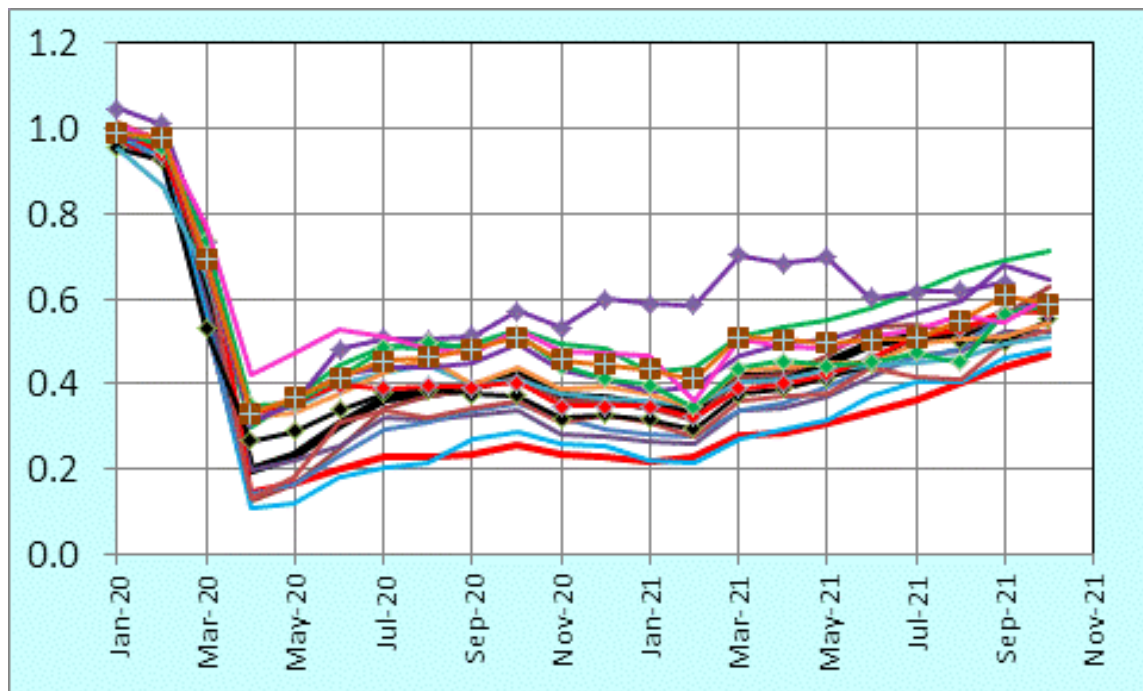
Data underlying calculation is from the National Transit Database

Top 15 Metropolitan Areas Ranked by 2019 Ridership

Metro Area	#	Ridership (Millions/Mth)		% Decline
		Avg 2019	Oct-21	
New York City-New Jersey	48	357	225	-37
Los Angeles	28	43	31	-29
Chicago	10	46	24	-48
BayArea	30	40	19	-53
DC	17	35	17	-52
Boston	14	31	18	-40
Philadelphia	10	27	14	-47
Seattle	21	19	10	-45
Miami	13	10	6	-39
Atlanta	13	10	5	-49
Portland	12	9	5	-45
Denver	6	9	5	-43
San Diego	8	8	5	-36
Baltimore	9	8	5	-42
Houston	11	7	4	-39
All Other	557	138	81	-42
Total	807	798	475	-40

Top 15 Metropolitan Areas Ridership Relative to 2019

Ridership
Relative to
Avg. 2019
Ridership



Above chart demonstrates that ridership has declined in all transit agencies and in all metropolitan areas of the U.S. It also shows that transit ridership in the SF Bay Area is actually faring more poorly than other metro areas in the U.S. An hypothesis this difference may be related to proportion of office workers in the high-tech sector in the SF Bay Area.

US Transit Ridership by Mode

Mode	Code	Ridership (Millions/Mth)		% Decline
		Avg 2019	Oct-21	
Bus	MB	362	229	-37
Heavy Rail	HR	317	184	-42
Commuter Rail	CR	42	20	-53
Light Rail	LR	39	23	-41
Trolley Bus	TB	6	4	-39
Commuter Bus	CB	7	2	-68
Ferry Boat	FB	7	4	-40
Bus Rapid Transit	RB	5	4	-27
Street Car	SR	4	2	-55
Van Pool	VP	3	1	-49
All Other	Other	4	1	-68
Total		798	475	-40

Definition of codes refers to name of the mode. These are utilized in the charts in subsequent pages.

The vast majority of transit riders are taking heavy rail (a.k.a. subways) or buses. Ridership has declined in all modes, but a bit less in bus ridership as a larger proportion of riders using buses are transit dependent and taking more local trips.

2019 Transit Ridership in Metropolitan Areas by Mode

Average Monthly Ridership in 2019 (Millions)

Mode	NY-NJ	LA	Chicago	SF Bay	DC	Boston	Phil	Seattle
Bus	87.1	33.5	22.0	17.3	14.2	9.0	13.3	10.1
Heavy Rail	235.2	3.5	18.2	10.4	19.9	13.3	8.5	0.0
Commuter Rail	24.6	1.1	5.4	1.6	0.4	2.7	3.0	0.4
Light Rail	1.8	4.3	0.0	4.9	0.0	4.7	0.0	2.1
Trolley Bus	0.0	0.0	0.0	4.1	0.0	0.3	0.4	1.4
Commuter Bus	2.5	0.1	0.0	0.3	0.2	0.0	0.0	1.7
Ferry Boat	3.2	0.0	0.0	0.5	0.0	0.1	0.0	2.1
Bus Rapid Transit	2.6	0.6	0.0	0.0	0.0	1.0	0.0	0.0
Street Car	0.0	0.0	0.0	0.6	0.1	0.0	2.1	0.2
Van Pool	0.1	0.4	0.1	0.0	0.1	0.0	0.0	0.4
All Other	0.2	0.0	0.0	0.6	0.0	0.0	0.0	0.2
Total	357.2	43.4	45.8	40.1	34.9	30.9	27.4	18.6

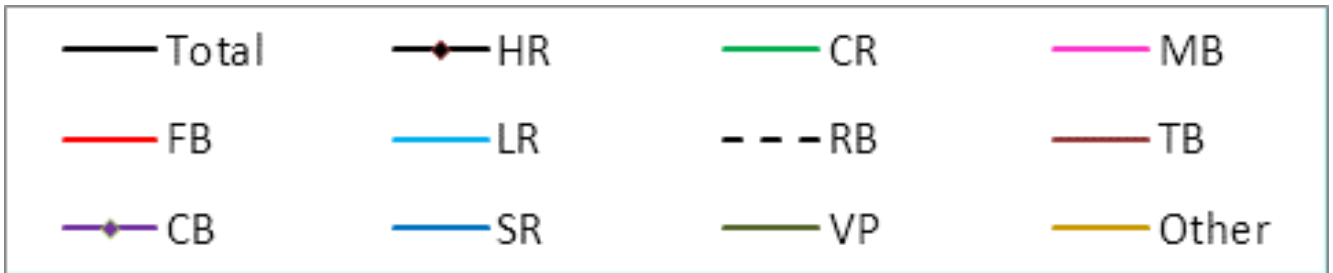
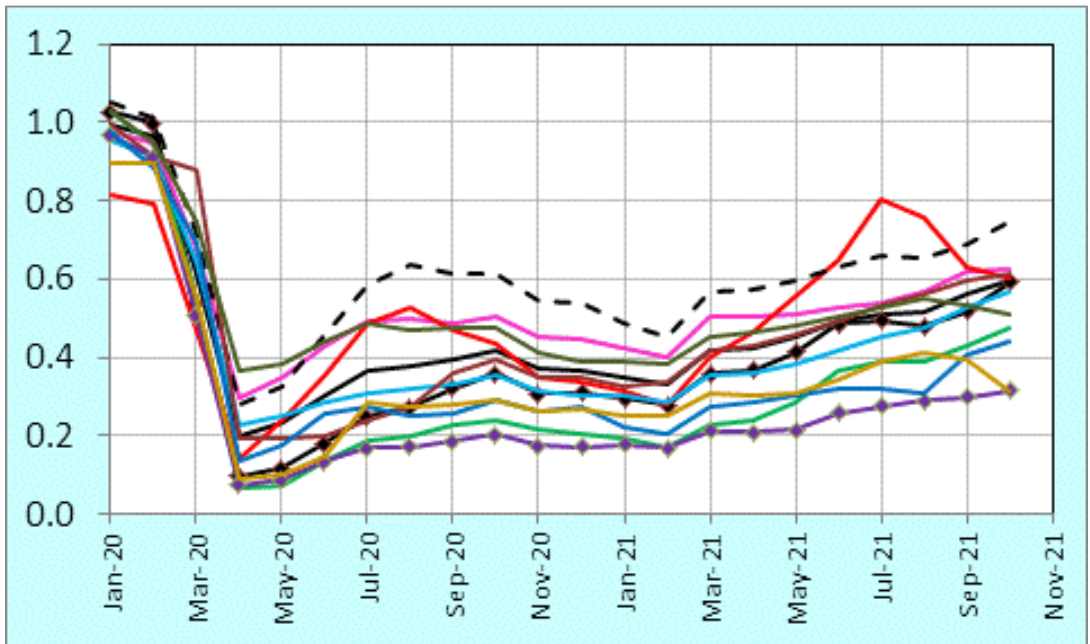
Mode	Miami	Atlanta	Portland	Denver	San Diego	Houston	Balt	All Other
Bus	7.2	4.6	5.5	5.8	4.5	5.0	5.5	117.7
Heavy Rail	1.5	5.1	0.0	0.0	0.0	0.0	0.6	0.9
Commuter Rail	0.4	0.0	0.0	0.8	0.1	0.0	0.8	1.0
Light Rail	0.0	0.0	3.2	2.0	3.2	1.5	0.5	11.1
Trolley Bus	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Commuter Bus	0.0	0.2	0.0	0.0	0.0	0.7	0.3	0.9
Ferry Boat	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.8
Bus Rapid Transit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Street Car	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2
Van Pool	0.0	0.1	0.0	0.0	0.1	0.1	0.0	1.4
All Other	0.8	0.0	0.2	0.0	0.2	0.0	0.0	1.8
Total	9.9	10.0	9.4	8.7	8.2	7.4	7.8	138.2

The NTD reports monthly ridership for 807 operators in the U.S. by mode. There are ridership data on over 1,900 modes each month.

The above table illustrates there are significant differences in transit services and ridership by metropolitan area. However, ridership by buses is proportionally large through each metropolitan area.

US Transit Ridership by Mode

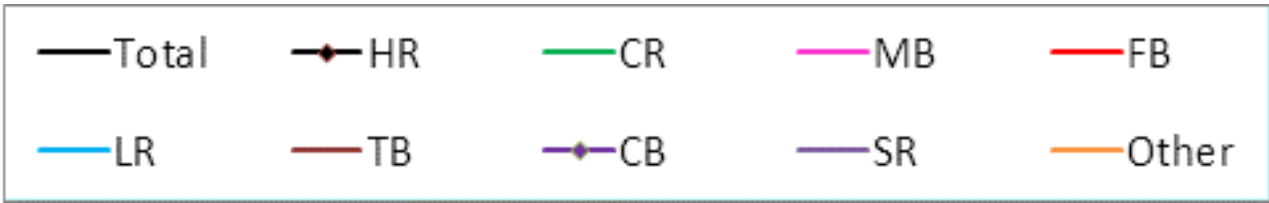
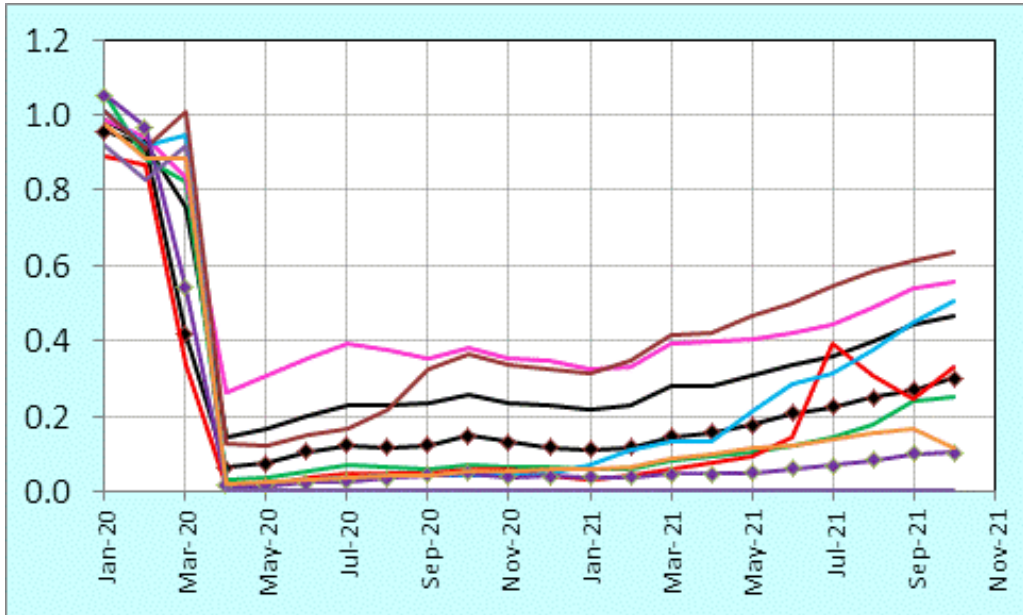
Ridership
Relative to
Avg. 2019
Ridership



Codes are defined on the table on page 3

Bay Area Transit Ridership by Mode

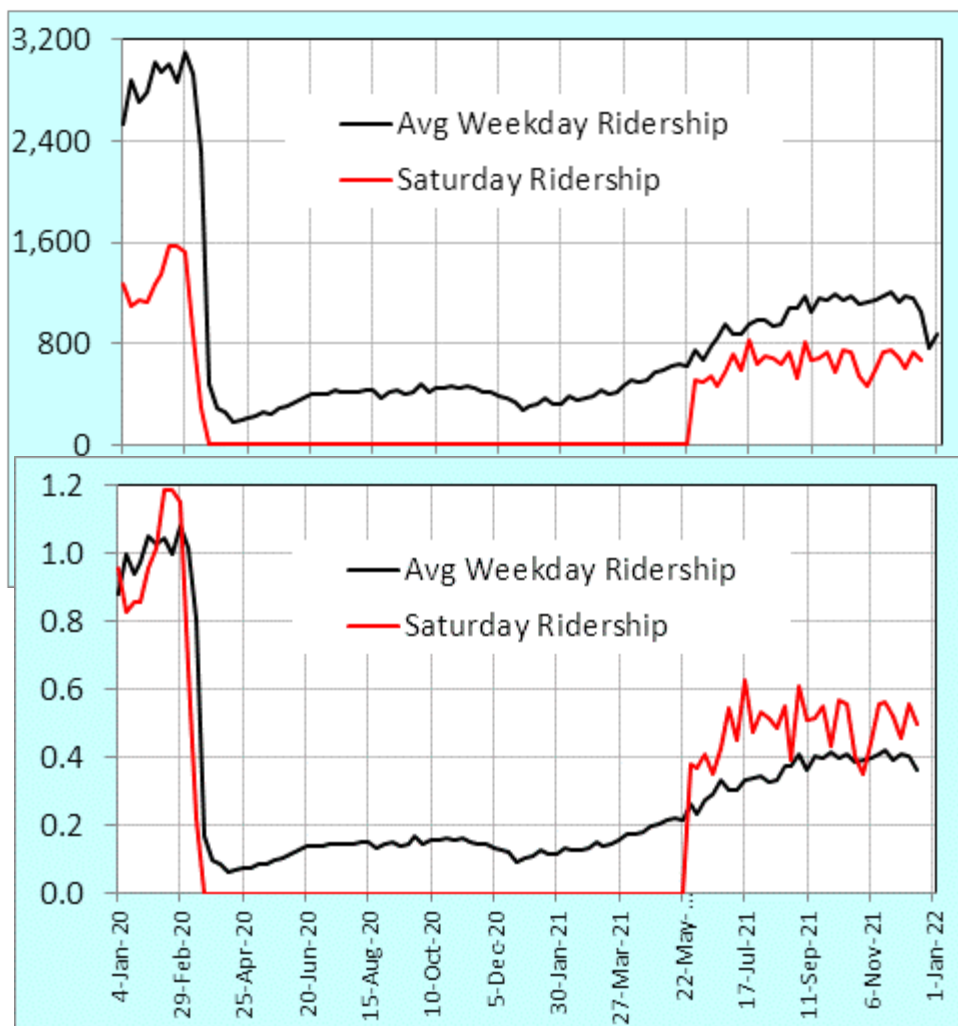
Ridership
Relative to
Avg. 2019
Ridership



Transit ridership in the S.F. Bay Area is exhibiting similar patterns as transit ridership in every metropolitan area of the country.

SMART Avg. Weekday Ridership and Saturday Ridership

Average
Ridership



Ratio of
Ridership
Relative to
Jan/Feb 2020
Average

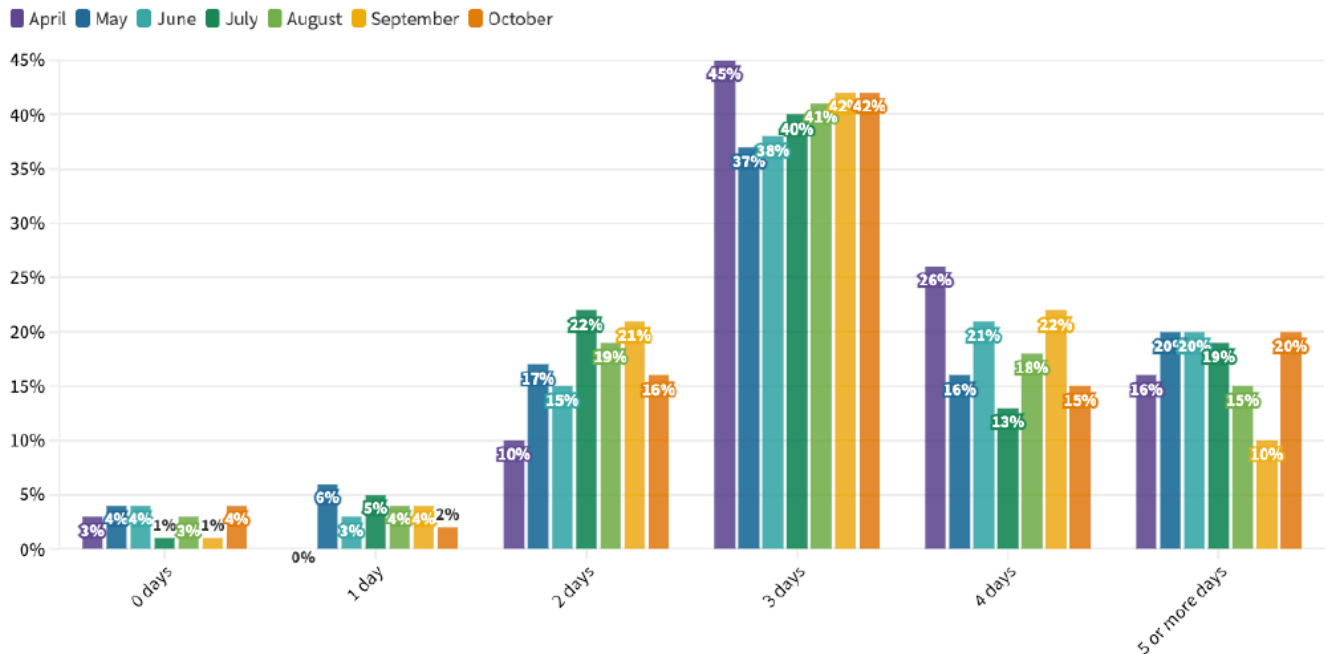
Note: January – February 2020 is used as the base because of the expansion of service to Larkspur

As indicated in the above charts, a larger proportion of Saturday ridership has returned when compared to the weekday ridership. This may be because weekend trips are more likely recreation based and are not affected by remote work.

The data clearly shows ridership has been relatively flat since September.

Bay Area Council Survey Results on Hybrid Work and Expectations of What % of SMART Riders May Return

Once the pandemic is behind us, how many days per week do you expect your typical employee will come to the workplace?



This is the survey conducted by the Bay Area council. It reports there are significant expectations that hybrid work schedules are here to stay, as they already have impacted every transit operator in the nation.

As the Board and public consider future strategic issues, the evolving information on hybrid work schedules must be incorporated in expectations of what percent of SMART's riders will return.