

Board of Directors Meeting: March 17, 2021 – Public Comments

Date	Name	5. Public Comment on Non-Agenda Items
3/16/2021	Helen Broughton	See attached email – Increase investment in the bike/pedestrian Path
3/26/2021	Fasih Hameed	See attached email – Increase investment in the bike/pedestrian Path
3/16/2021	Kate Haug	See attached email – Increase investment in the bike/pedestrian Path
3/16/2021	J. Sever	See attached email – Increase investment in the bike/pedestrian Path
3/16/2021	Brett Hamner	See attached email – Increase investment in the bike/pedestrian Path
Date	Name	6. Consent a. Accept Monthly Ridership Report – February 2021
3/16/2021	Eris Weaver, Sonoma County Bicycle Coalition	SMART staff regularly report how many people, bicycles, and wheelchairs are carried on the train. However, there has never been a report on how many people travel on the multiuse path! SMART was created and funded to build and maintain BOTH a train and a pathway, but usage of only one of those transportation modes has been tracked. The Sonoma County Bicycle Coalition calls on you to implement periodic bike/pedestrian counts on the pathway, supplemented with surveys and/or interviews of path users similar to what has been done for train riders. We are happy to help with suggesting locations and survey questions.
Date	Name	7. Authorize the General Manager to execute Contract No. OP-IS-20-002 with Intelligent Technology Solutions, LLC (ITS) to provide IBM Maximo Software as a Service (SaaS) and associated support services for an amount not-to-exceed \$783,000 for the term of the Agreement
		None
		8. Review of Listening Session Comments/Suggestions (Discussion/Provide Feedback)
3/15/2021	Willard Richard	See attached email
		9. Closed Session – Conference with Legal Counsel regarding significant exposure to litigation (anticipated litigation) pursuant to California Government Code Section 54956.9(d) – 54956.9(e)
		None

From: [Helen Broughton](#)
To: [Leticia Rosas-Mendoza](#)
Subject: Increase investment in the bike/pedestrian path
Date: Tuesday, March 16, 2021 3:28:43 PM

As you consider your budget and capital plan for the coming year, I urge you to increase investment in building out the bike/pedestrian path as well as set concrete timeline goals for its completion. Your recent financial reports indicate increased reserves, and more COVID relief funding is on its way. Sonoma and Marin counties are not competitive for active transportation grants, so SMART should commit to using more Measure Q and COVID funds to fulfill their commitment to the voters. Thank you. Helen

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From: [Fasih Hameed](#)
To: [Leticia Rosas-Mendoza](#)
Subject: Increase investment in the bike/pedestrian path
Date: Tuesday, March 16, 2021 3:48:11 PM

Greetings.

I am a bike commuter in Petaluma. I ride from the west end of D street to the Petaluma Health Center on N. McDowell. I was thrilled to have access to the SMART bike path that runs along the tracks from lucky to Southpoint Blvd. but unfortunately the highway widening has closed this option. I would love to see a bypass route open that allows travel along this corridor until construction is completed. Otherwise I am forced to use the Corona overpass and as you know last summer a bicyclist was killed on this overpass by an intoxicated driver.

As you consider your budget and capital plan for the coming year, I urge you to increase investment in building out the bike/pedestrian path as well as set concrete timeline goals for its completion.

And if possible perhaps you could use some of this budget to create a safe path through the construction that allows reopening of the Payran to Southpoint bike path.

Thank you so much for your time and commitment to community safety and green transportation!

Fasih Hameed

Sent from my iPhone

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From: [Kate Haug](#)
To: [Leticia Rosas-Mendoza](#)
Subject: Increase investment in the bike/pedestrian/multi-use SMART TRAIL
Date: Tuesday, March 16, 2021 3:56:20 PM

As you consider your budget and capital plan for the coming year, I urge you to increase investment in building out the bike/pedestrian path as well as set concrete timeline goals for its completion.

Your recent financial reports indicate increased reserves, and more COVID relief funding is on its way. Sonoma and Marin counties are not competitive for active transportation grants, so SMART should commit to using more Measure Q and COVID funds to fulfill their commitment to the voters.

The multi-use path is a crucial element to the North Bay and a SMART promise. I can say that I would vote for more SMART funding if more of the multi-use pathway is completed and there is a commitment by SMART to complete the proposed multi-use path.

Thank you.

Kate Haug

Sebastopol

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From: [J Sever](#)
To: [Leticia Rosas-Mendoza](#)
Subject: Increase investment in the bike/pedestrian path
Date: Tuesday, March 16, 2021 4:02:56 PM

Dear Boardmember,

I strongly encourage the Board to fund and build out the many missing segments of the SMART pathway, especially to bring the path from Puerto Suello hilltop down to the track crossing at North San Pedro Rd, a major gap between downtown San Rafael and north San Rafael populations currently requiring unacceptable dangerous street workarounds unsuitable for All Ages and Abilities to bike. Goal; bring that gap design through 30% engineering and complete all environmental work on it before 2022.

Having recently served as a scorer on the ATP I learned there are enormous areas of poverty all around us in our neighbors in the Bay Area hiding behind beautiful freeways and fast food strip malls which deserve the ATP and will outcompete Marin and west Sonoma for grant funds for many long years to come. We paid for the SMART pathway with our sales taxes and votes and we must build out our pathway with the funds we have to immediately reduce climate change.

Thank you.

Jean Severinghaus

Caltrans District 4 Bicycle Advisory Cmte, Marin Member at Large

Safe Routes to Schools Task For San Rafael and Larkspur

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From: [Brett Hamner](#)
To: [Leticia Rosas-Mendoza](#)
Subject: Increase investment in the bike/pedestrian path
Date: Tuesday, March 16, 2021 4:12:08 PM

Dear Members of the COC,

As an avid biker, I voted and advocated for SMART because it included the bike path. I no longer support nor vote for SMART ballot initiatives. That could change based on your actions.

As you consider your budget and capital plan for the coming year, I urge you to increase investment in building out the bike/pedestrian path as well as set concrete timeline goals for its completion.

Your recent financial reports indicate increased reserves, and more COVID relief funding is on its way. Sonoma and Marin counties are not competitive for active transportation grants, so SMART should commit to using more Measure Q and COVID funds to fulfill their commitment to the voters.

Thank you.

Brett Hamner

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From: [L. Willard Richards](#)
To: [Judy Arnold](#); [Melanie Bagby](#); [Kate Colin](#); [Damon Connolly](#); [Debora Fudge](#); [Patty Garbarino](#); [Susan Gorin](#); [Dan Hillmer](#); [Eric Lucan](#); [Barbara Pahre](#); [David Rabbitt](#); [CRogers@srcity.org](#)
Cc: [Farhad Mansourian](#)
Subject: Subject: Agenda Item 8--Directions to Staff
Date: Monday, March 15, 2021 1:18:23 PM

I hope the SMART Board members will give clear direction to Staff during the discussion of Item 8 in the March 17, 2021 Board meeting.

SMART must pass a sales tax measure in the November 2024 election, a Presidential year. There are four years since the failure of Measure I to prepare, and one of those years has already passed. We need to become more focused now.

The response in Agenda Item 8 to the listening sessions is mostly a mindless 46-page tabulation of the comments made. Feedback on the comments is limited. The Board needs to give direction to Staff on work it wants begun promptly to respond to the listening sessions, to respond to the lack of support for Measure I, and to prepare for the 2024 election.

Some of the actions the Board may wish to consider include:

Create a Citizens Advisory Committee. It takes time to create such a committee and for the committee to begin its deliberations. If this is to be done, it must be started soon.

Create an Exploratory Committee. This committee would prepare and plan for the 2024 election campaign and would reach out to key supporters and contributors.

Involve interest groups in the budget process. Leaders of the bicycle community should understand and be able to comment on the tradeoffs being made while the annual budgets and the expenditure plan for the 2024 tax measure are being created. Seeking input and advice from community members who study SMART's budgets and even naysayers, e.g., Mike Arnold, could be helpful. The present schedule is to release the draft 2021-22 budget May 19 and to adopt the final budget June 2, two weeks later. This short time does not permit meaningful public input. Interaction with at least the leaders of the bicycle community should begin soon.

Make future listening sessions more of a two-way street. One or more SMART Board or Staff participants in the listening sessions should respond to

each comment by the public as it is made. This discussion would make the participants feel they have been heard and would help the public understand the challenges that SMART faces.

Advertise SMART's benefits. SMART released a series of White Papers when preparing for the 2008 Measure Q. Now descriptions of SMART's benefits could also be in social media posts and YouTube clips. The TV news item on the UV lights in the HVAC systems was excellent.

Future transportation. 101 Highway congestion before the pandemic, and experience with all freeway widenings, indicate that Highway 101 cannot meet the future needs for north-south travel in Marin and Sonoma Counties. SMART service is easily expandable.

Where we grow. SMART encourages developers to seek locations near stations for their projects. Currently planned developments near stations and the advantages of having permitted growth occur in city centers could be described.

Climate change. SMART now has diesel fuel use data that permit comparisons with the GHG emissions by commuter vehicles.

On-board health measures. SMART has upgraded the filters and added virus-killing UV lights in its HVAC systems to control the viruses that cause Covid-19, the flu, and the common cold. SMART DMUs are rigorously and regularly cleaned.

Nearby health effects. It is a general consensus that fine particles emitted by vehicles are a major contributor to the many adverse health effects observed in people who live near busy highways. The SMART DMUs have particle traps in the exhaust systems and do not emit these fine particles. Also, SMART's NOx emissions are controlled by selective catalytic reduction.

There are many other actions the Board could choose from when directing staff to begin work on the key tasks that build bridges to the community and that prepare for the 2024 sales tax ballot measure.

Willard Richards

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