

Board of Directors Meeting: April 7, 2021 – Public Comments

Date	Name	5. Public Comment on Non-Agenda Items
4/6/2021	Eris Weaver	Attached email
Date	Name	6. Consent a. Approval of Monthly Financial Report
		None
Date	Name	7. Performance Measures – Part 1 (<i>Informational/Discussion</i>)
4/6/2021	Mike Arnold	Attached memo
4/6/2021	Jim Schmidt	Attached memo
		8. Capital Improvement Plan and Funding Opportunities FY 2022 - FY 2031 (<i>Informational/Discussion</i>)
4/6/2021	Eris Weaver	Attached email and letter
4/6/2021	Patrick Seidler	Attached letter
4/6/2021	Warren Wells	Attached letter
		9. Closed Session – Conference with legal counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a); Filemon Hernandez, et al. 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: [Eris Weaver](#)
To: [Leticia Rosas-Mendoza](#); ["david.rabbitt@sonoma-county.org"](#); [ELucan@Novato.org](#); [Rogers, Chris](#); [Melanie Bagby](#); [barbarapahre@gmail.com](#); [JArnold@marincounty.org](#); [dconnolly@marincounty.org](#); [dfudge@townofwindsor.com](#); [Susan.Gorin@sonoma-county.org](#); [dhillmer@cityoflarkspur.org](#); [Kate.Colin@cityofsanrafael.org](#)
Subject: Agenda Item #5: Public Comment on Non-Agenda Items
Date: Tuesday, April 6, 2021 3:17:22 PM
Attachments: [image006.png](#)
[image009.png](#)
[SMART bike ride blog post.pdf](#)

Dear Board Members:

On Friday, March 26, my Marin County Bicycle Coalition colleague Warren Wells and I enjoyed the company of three SMART Board members on a thirty-mile bike ride from downtown Novato to the North Santa Rosa train station at Guerneville Road, experiencing the completed segment of the multiuse path as well as the gaps in between. I am hoping that the participants (Directors Lucan, Bagby, and Rogers) will share their perceptions with the rest of you; in the meantime, I've attached a blog post that I wrote about the day. In addition, I videorecorded the entire route so that the rest of you can have the pleasure of riding it virtually from the comfort of your own home, in half the time it took us to ride it! It is broken into three separate 25 minute videos (Novato to Petaluma, Petaluma to Cotati, Cotati to Santa Rosa) on our YouTube channel here: <https://www.youtube.com/watch?v=jsXQwiSm0co&list=PLH92sVpgMzhReA-zkWajxFPsNYJxKvCT9>.

It is one thing to look at planning documents and photographs, and another to experience it on the ground. The comments I heard from the rest of the group along the way echoed a plea that you have heard from me many times: there is a significant need for wayfinding along the route in order to maximize use, especially while the route still has so many gaps between Class I sections. A small investment here would go a long way.

Thanks for your consideration.

Eris Weaver



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Riding the SMART Path...with SMART Board Members

On Friday, March 26, we took three SMART Board Members on a thirty-mile bike ride from downtown Novato to the North Santa Rosa train station at Guerneville Road.

Santa Rosa Mayor Chris Rogers, Cloverdale Councilmember Melanie Bagby, Novato Councilmember Eric Lucan and I were joined by [Marin County Bicycle Coalition](#) advocacy director Warren Wells.

Our purpose in inviting the Board on this ride was to share with them an actual user experience of the [SMART multiuse path](#) (and the gaps between path segments). Too often decisions are made about transportation methods by staff or elected officials who have never actually RIDDEN them to get somewhere! We recorded the entire ride to share with Directors who were unable to join us, and we are hoping to help MCBC organize a similar ride of the Marin section. (We've broken them up into sections of 25-30 minutes each: [Novato to Petaluma](#) , [Petaluma to Cotati](#), and [Cotati to Santa Rosa](#). Don't worry, we've speeded it up so it won't take you as long to watch as it took us to ride!)



[Click to view larger map](#)

Luckily we were blessed with warm and sunny weather, as we departed from the Downtown Novato station heading north.

SMART's [website](#) claims that they have completed the pathway from the San Marin Station to the county line; however the ten-mile stretch from Novato to downtown Petaluma actually includes less than TWO MILES of Class I separated bike path! The rest is on Redwood Boulevard, San Antonio Road, and Petaluma Boulevard South. Much of it runs alongside the freeway. In many places the bike lane is nonexistent, too narrow, full of debris or drainage grates, in poor condition, or poorly striped. (The intersection of Petaluma Boulevard and Kastania Road is

particularly problematic.)



photos by Mike Pechner

I think most cyclists and walkers, when they hear the term “path,” think of a separated Class I path, and that is what many thought we were voting for in 2008. This section isn’t a PATH in the way that most of us would define it...but it does designate a ROUTE. However, most formal bike routes also include some wayfinding – maps, signage, etc. – which are lacking or inadequate in this case. Perhaps, until more of the Class I segments are completed, investing in improved wayfinding would increase the functionality of the route as well as generate good PR by demonstrating that SMART is taking some of our concerns seriously.

Our ride across the county totaled thirty miles, of which only NINE were on Class I separated path.



As we approached or departed each of the stations I asked my companions, “Is it obvious where you should go now?” The answer was pretty much always “no.” (The

area around the Petaluma station in particular is not only confusing, but terrifying.) After a short break in downtown Petaluma, we zig-zagged onward toward Pennngrove. We stopped to view the two ends of the Payran to Southpoint segment that was completed in 2019, then promptly closed off due to the Highway 101 widening project. Instead we took the Lynch Creek Trail to North McDowell Boulevard, both of which are in poor repair.

Directors Rogers and Bagby left us at this point, as Mr. Rogers had a phone call with the White House. (Although it does seem slightly suspicious that their departure occurred right in front of Lagunitas.) They later caught a Sonoma County Transit bus – which luckily had room for both of their bikes on the rack – to meet up with us again in Santa Rosa.

From North McDowell, our remaining party proceeded north onto Old Redwood Highway into downtown Pennngrove; alas, we did not avail ourselves of any of the tasty treats available there. Continuing north on Petaluma Hill Road, we had two westbound options to get onto the completed Class I segment: Railroad Avenue or Valley House Drive. We took the latter, which passes through Sonoma Mountain Village and onto the Class I path into Cotati and Rohnert Park. Yay! No more traffic!

The Class I path ends at Golf Course Drive in Rohnert Park. We are VERY happy that the gap from here to Bellevue Avenue in Santa Rosa is in process, because it was NOT a very pleasant route! We waited quite a while at traffic lights as we passed all the big box stores; then our very wiggly route mostly had no shoulder, poor pavement, and trucks passing us at fairly high speeds.

After picking up the Class I path at Bellevue, we had to take a big of a jog onto the Joe Rodota Trail and then the Prince Memorial Greenway to Pierce and Sixth Street, after which we got back on again. At the juncture of the three trails, you can SEE the Downtown Santa Rosa station a block away but have no “legal” means to get there besides the route I just described. (Many people just lift their bike over the low wall and trespass on a short stretch of parking lot to Third Street.) As with all the other gaps, there is no wayfinding at any of these points to help you find the next section.

The last bit to the North Santa Rosa station took us past the controversial proposed Jennings Crossing. We then headed back downtown – the Marin contingent to grab a train back home, and the Sonoma locals to lunch.

Memo

To: David Rabbitt, SMART Chair and SMART Board Members
From: Mike Arnold
Subject: Agenda Item 7: Suggested Enhancements to SMART's Financial Reporting
Date: April 6, 2021

1. Year-end budgets should be “trued up” and reported after all of the fiscal year revenues and expenditures are final, so that an “actual” annual closed budget can be reported in the same format the budget is formatted.
2. Year-end budgets should be reconciled to the Annual Comprehensive Financial Audit Reports to enhance the public’s understanding of the differences between budget presentations based on “cash flows” vs. year-end audit reports based on accounting principles.
3. Operating expenses consistent with the NTD manual should be reported and a spreadsheet posted annually that maps budget information to the NTD definition.. In particular, the proportion of “administrative expenses” that have been spent on capital projects should be made explicit.
4. SMARTs financial position should be reported at least twice each year and reconciled to the reported Monthly Finance Reports.
5. The Board should adopt a policy that financial consequences to operating budgets should be included when considering rail extensions. Such information would include: expected additions to ridership, fare revenues, and operating expenses associated with the extension.
6. Capital and operating expenses associated with the MUP should be included in budget presentations and the Monthly Finance Reports.
7. A Finance Subcommittee needs to be established to meet at least quarterly, to review all financial questions prior to presentations to the Board.
8. Past and current Monthly Finance Reports should be posted to SMART’s website along with other financial documents already posted.

To: David Rabbitt, SMART Chair and SMART Boardmembers

From: Mike Arnold and Jim Schmidt

Subject: Performance Metrics Data – Agenda Item 7

Date: April 6, 2021

We applaud staff and the Board for the discussion regarding performance measures for SMART. We concur that it is time to develop performance metrics so the Board and the public can better assess how SMART is doing.

Staff's presentation is largely narrative without delving into actual metrics – although the National Transit Database profile summary chart for SMART FY2018-19 (shown in Slide 9) provides many potential measures. Six performance measures regarding operating service efficiency and operating service effectiveness are shown on the slide, as well as three trend graphics.

We note that the NTD agency performance data is a good place to start but would be incomplete without comparisons of SMART's performance metrics with that of other similar rail transit agencies and Bay Area transit providers. Toward that end we include below comparative NTD performance metric tables and graphics for SMART and other commuter rail operations and for other Bay Area transit providers.

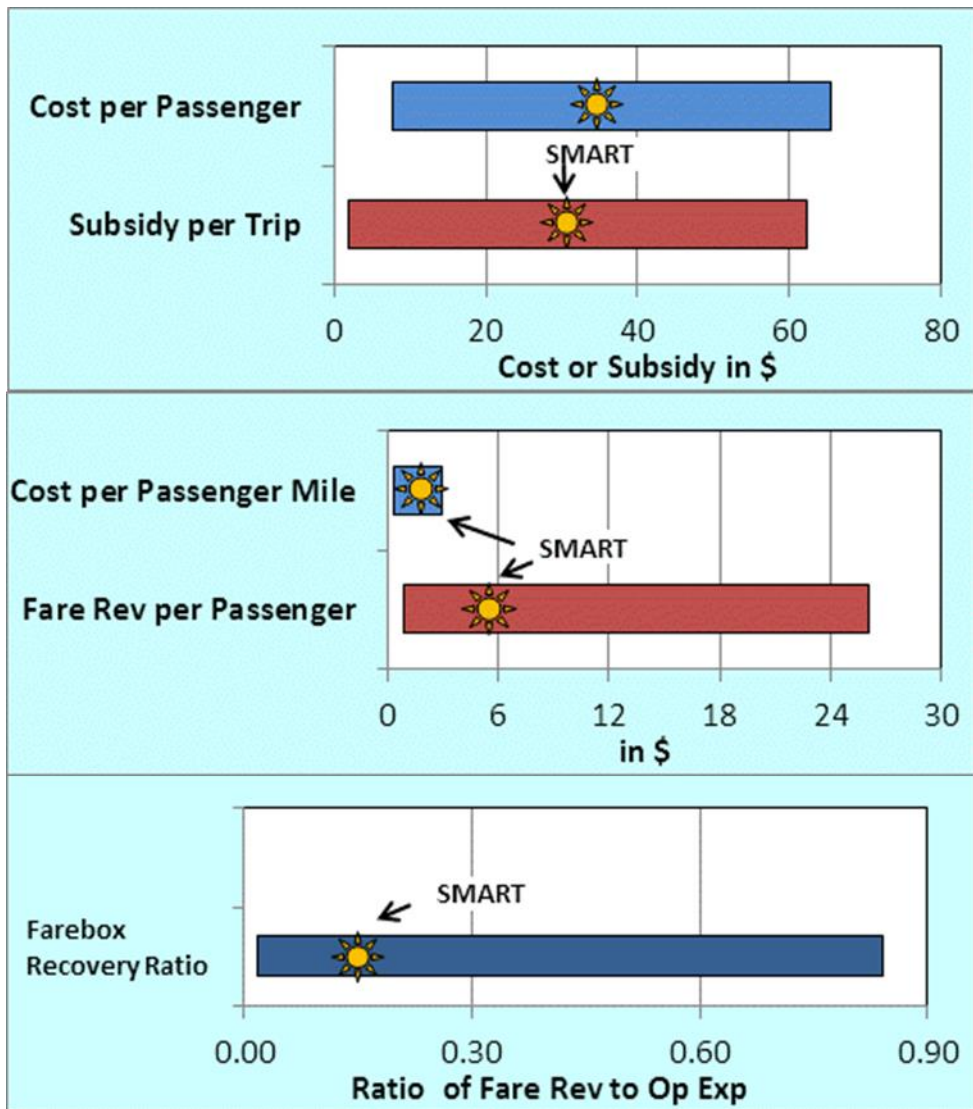
NTD Performance Metrics

Comparison #1: Performance Comparisons, with other Commuter Rail Transit Services called “dashboards” is displayed on the next page. Appendix Table 1 provides all of the details underlying the graphs.

Description: these are “bar graphs” with the left side of each bar representing the smallest number for each metric, the right hand side representing the largest number. SMART's metric is indicated by a gold star.

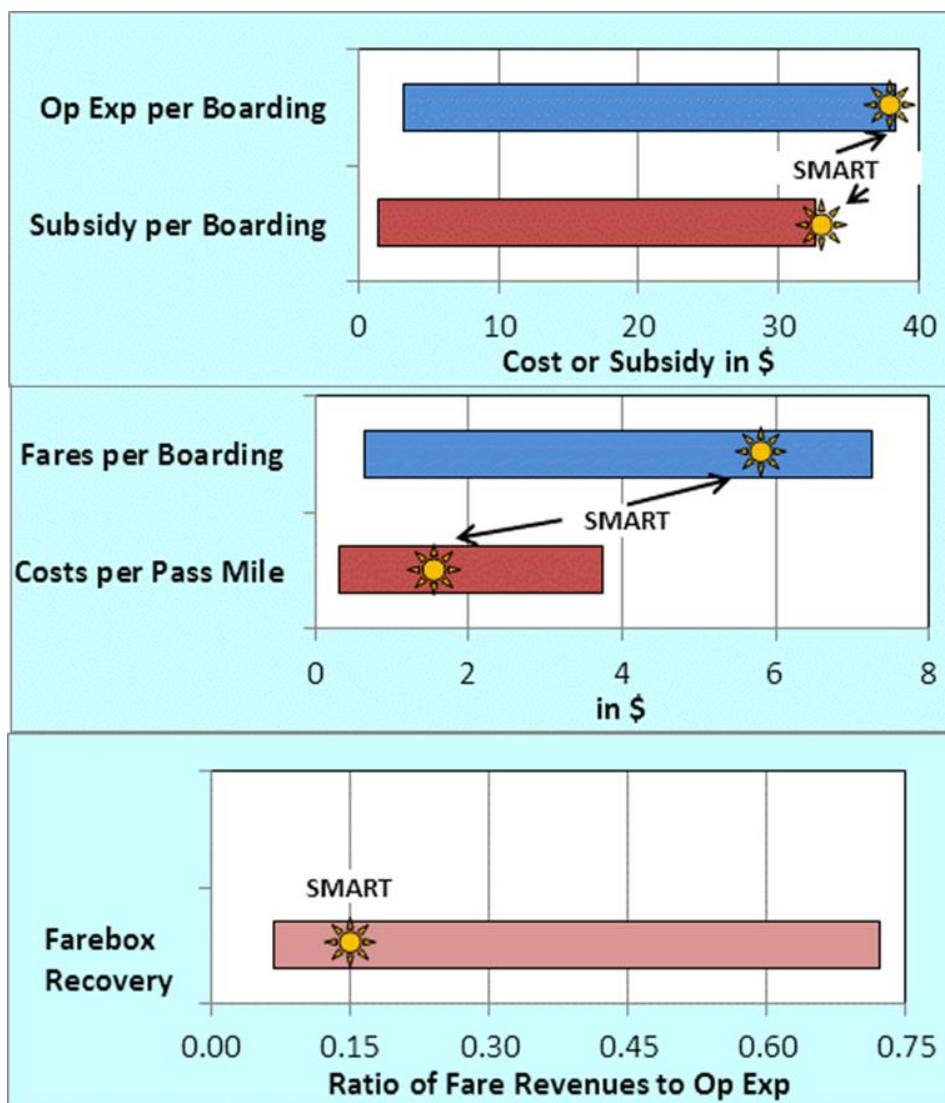
Comparison #2: Performance Comparisons, with other Bay Area Transit Services (all modes) Appendix Table 2 provides all of the details underlying the graphs. The dashboard graph is on page 3.

Dashboard #1: Commuter Rail Transit Services Performance Metrics (2019)



Dashboard #2: Bay Area Transit Services Performance Metrics (2019)

Technical note: data is provided by mode. So, for example, transit agencies that offer different modes may be listed more than once.



Market Share Performance Metric

The NTD data largely addresses operating statistics, although it does include capital expenditures and the uses of those funds. There is a more fundamental performance metric which is at the heart of the reason for a transit agency's existence; that is, its ridership and travel market share that the agency captures. The SMART District encompasses all of Marin County and Sonoma County –the entire counties contribute sales tax for SMART's rail operation, MUP and capital expenditures.

We examined travel market from travel demand modeling for Fall 2019 derived from large scale cellular phone tracking together with other spending data and ground checks. A total of 2.65 million weekday person trips originate within the SMART District – over 94 percent of those trips have destinations within the District. The highest weekday SMART ridership in fall 2019 was 3,617 passengers on November 6, 2019 when free rail service was offered due to the horrendous Kincaid wildfire. That ridership corresponds to a market share of 0.14% of total travel demand in the District.

Of course there are significant portions of both Sonoma County and Marin County which do not have convenient access to SMART rail stations. So it is useful to disaggregate the total county trips into just the portion taking place in proximity to the SMART service area.

Market Share Performance in Highway 101 Corridor, Santa Rosa to Larkspur

On the average fall 2019, weekday trips originating in just the Sonoma County cities served by SMART, with destinations in cities also served by SMART total 799,000. For Marin County 332,000 trips are between those same communities. So the average weekday total trips within SMART's service area were 1.13 million. Based on SMART's posted ridership data, SMART's highest weekday riders accounted for 0.3 % of the weekday trips taking place between cities along the rail line. It seems clear that SMART's share of travel in its North Bay geography is miniscule.

We can also examine SMART riders traveling from station to station along the rail line. Overall, SMART attracted about 0.5% of the city-to-city travel market between Santa Rosa and San Rafael.

The maximum ridership point along the track between Sonoma Airport Boulevard and San Rafael is near the Sonoma – Marin County Line. The total person trips between Sonoma County and Marin County plus San Francisco observed at that location in the travel database is roughly 100,000 per weekday. SMART trains at that location carry about 2,000 riders. So here we see a SMART market share of about 2%. Looking at just the southbound morning commute period before 10:00am, the total travel market at the county line is about 10,500 southbound travelers, while SMART riders total about 680 – for a market share of 6.4%.

Bus vs. Rail Market Shares in Northbay Highway 101 Corridor

Both SMART and Golden Gate Transit provide transit service in the Highway 101 corridor between Santa Rosa and San Rafael. In all of 2019 SMART carried 718,854 rail passengers while for the same time period Golden Gate Transit carried 3.1 million bus passengers.

Here again, Golden Gate Transit serves parts of Marin County which are not served by SMART. If we consider only the Golden Gate Transit bus routes which operate in Sonoma County and Marin County parallel to SMART along the Highway 101 corridor from San Rafael north, the number of bus passengers carried in 2019 was 1.50 million riders. Therefore, Golden Gate Transit carried twice as many passengers than did SMART in the same service area. And as noted in the NTD performance metrics below, Golden Gate operates at much lower cost per rider and subsidy per rider

Appendix – NTD Data Tables

Table 1
Commuter Rail Transit Services – 2019 Data

Agency	City	Subsidy per Trip (Calc)	Fare Revenues per Unlinked Passenger Trip	Fare Revenues per Total Operating Expense (Recovery Ratio)	Cost per Vehicle Hour	Pass per Hour	Cost per Passenger	Cost per Passenger Mile
CT Dept. of Transportation	Newington	62.44	3.11	0.05	1,179	18	65.55	2.44
Fort Worth	Fort Worth	35.56	0.89	0.02	262	6	47.10	2.93
Rio Metro	Albuquerque	35.17	2.54	0.07	808	21	37.71	0.81
SMART	Petaluma	32.64	5.71	0.15	836	22	38.35	1.50
Central Florida	Sanford, FL	28.20	2.13	0.07	1,266	42	30.33	1.81
N. New England	Portland	22.83	19.29	0.46	281	7	42.13	0.52
Metro	Minneapolis	19.38	3.39	0.15	1,247	55	22.77	0.92
S Florida	Pompano Beach	18.81	2.96	0.14	764	35	21.77	0.82
Dallas	Dallas	12.76	4.08	0.24	458	27	16.84	0.96
Maryland	Baltimore	12.56	5.44	0.30	947	53	18.00	0.61
S. California	Los Angeles	12.54	6.41	0.34	648	34	18.95	0.58
Nashville Regional	Nashville	12.52	3.35	0.21	621	39	15.87	1.01
North County	Oceanside, CA	10.11	3.83	0.27	486	35	13.94	0.53
N. Indiana	Chesterton	8.96	6.86	0.43	406	26	15.82	0.48
Central Puget Sound	Seattle	8.57	3.76	0.30	752	61	12.33	0.49
Virginia	Alexandria	7.97	9.53	0.54	968	55	17.50	0.57
Utah	Salt Lake City	7.16	1.36	0.16	266	31	8.53	0.33
NE Illinois	Chicago	6.77	5.95	0.47	519	41	12.73	0.57
MTA-Long Island	Jamaica, NY	6.46	6.73	0.51	683	52	13.19	0.38
ACE	Stockton	5.79	7.26	0.56	691	53	13.05	0.30
Metro-North	New York	5.48	8.28	0.60	591	43	13.76	0.62
New Jersey	Newark	5.12	6.33	0.55	570	50	11.44	0.51
Pennsylvania	Harrisburg	4.93	26.07	0.84	660	21	31.00	0.35
S. Pennsylvania	Philadelphia	4.91	4.07	0.45	315	35	8.98	0.67
Denver	Denver	4.86	3.40	0.41	509	62	8.26	0.66
Massachusetts	Boston	4.68	7.65	0.62	463	38	12.33	0.59
Caltrain	San Carlos	1.90	5.81	0.75	630	82	7.71	0.35

Source: “Metrics” spreadsheet in NTD for 2019. Subsidy per rider is calculated from data in the table.

Table 2
Bay Area Transit Services – 2019 Data

Agency	Mode	Subsidy per Trip (Calc)	Fare Revenues per Unlinked Passenger Trip	Fare Revenues per Total Operating Expense (Recovery Ratio)	Cost per Hour	Pass per Hour	Cost per Passenger	Cost per Passenger Mile
SMART	CR	32.64	5.71	0.15	835.8	21.8	38.35	1.50
Golden Gate	MB	20.25	4.51	0.18	317.5	12.8	24.76	1.32
VTA	LR	14.10	1.05	0.07	573.3	37.8	15.16	2.59
SamTrans	MB	12.27	1.40	0.10	226.1	16.5	13.67	3.74
AC Transit	CB	9.81	2.51	0.20	330.6	26.8	12.32	0.87
VTA	MB	8.82	1.00	0.10	195.2	19.9	9.81	1.96
Cent Contra Costa	MB	8.33	1.34	0.14	139.7	14.5	9.66	2.15
MUNI	CC	8.03	4.29	0.35	529.4	43.0	12.32	9.50
AC Transit	MB	6.58	1.24	0.16	204.0	26.1	7.83	2.34
Marin County	MB	6.46	1.08	0.14	124.7	16.5	7.54	1.84
Golden Gate	FB	6.11	8.18	0.57	2346.9	164.2	14.29	1.32
City of Santa Rosa	MB	5.93	0.75	0.11	146.6	21.9	6.69	1.54
ACE	CR	5.79	7.26	0.56	691.0	53.0	13.05	0.30
City of Petaluma	MB	5.03	0.63	0.11	95.8	16.9	5.66	2.05
MUNI	LR	3.44	0.79	0.19	358.1	84.7	4.23	1.54
MUNI	SR	3.30	0.79	0.19	305.6	74.8	4.09	2.84
MUNI	TB	2.65	0.79	0.23	214.8	62.4	3.44	2.46
MUNI	MB	2.40	0.79	0.25	206.1	64.6	3.19	1.57
Caltrain	CR	1.90	5.81	0.75	630.2	81.7	7.71	0.35
BART	HR	1.45	3.76	0.72	292.6	56.2	5.20	0.37

Source: Same as Table 1.

Modes

CR = Commuter Rail

MB= Motorbus

LR= Light rail

SR= Street car

HR= Heavy rail

CB= Commuter bus

CC= Cable Car

FB=Ferry

From: [Eris Weaver](#)
To: [Leticia Rosas-Mendoza](#); david.rabbitt@sonoma-county.org; ELucan@Novato.org; [Rogers, Chris](#); [Melanie Bagby](#); barbarapahre@gmail.com; JArnold@marincounty.org; dconnolly@marincounty.org; dfudge@townofwindsor.com; Susan.Gorin@sonoma-county.org; dhillmer@cityoflarkspur.org; Kate.Colin@cityofsanrafael.org
Subject: Public Comment on Agenda Item #8: Capital Improvement Plan
Date: Tuesday, April 6, 2021 4:39:33 PM
Attachments: [image006.png](#)
[image009.png](#)
[SMART capital improvement plan.pdf](#)

Dear Directors:

I have reviewed the agenda and presentation materials for the April 7, 2021 Board meeting and have some questions and comments regarding the Capital Improvement Plan presentation. Before delving into those, however, I do want to acknowledge the challenge, cost, and uncertainty presented by the lawsuit recently filed against SMART regarding the multiuse pathway. I don't know that there is a role to be played by cycling advocates in this regard, but if there is anything the Sonoma County Bicycle Coalition can do to support the case please do let us know.

10 YEAR CAPITAL SUMMARY (p. 44-47 in packet)

SUMMARY OF COSTS

- The list of costs on page 47 mentions double tracking 12 sections of rail; how many miles is that?
- What is the cost/benefit analysis of double tracking? (e.g. increased farebox revenue due to more frequent trains)
- The total to finish the pathway to Cloverdale is 8% of the total cost; finishing the gaps along the existing rail line is only 4%.

FUNDING SOURCES

The table on page 45 indicates that the \$19 million in funding for the 8.79 miles of pathway currently in design has come from Measure M, ATP, SB1, and RM3, with none of it being funded by Measure Q. Is this correct? None of the other capital projects (double-tracking, rail extensions, etc.) has other funding sources listed out. This is one of those areas in which more transparency would be helpful. It has seemed that a far greater percentage of pathway construction has been funded by sources other than Measure Q than has been so for rail construction (it has been difficult to obtain these numbers from staff); given that discrepancy, we would like to see more Measure Q funding for finishing out the pathway.

PRIORITIES

We have been asked whether we would prioritize using funds to leverage additional funding versus completing a smaller number of discrete pathway miles. This is a both/and, rather than an either/or situation. We understand that getting projects "shovel ready" helps to secure state and federal dollars, and that under the new federal administration there is likely to be increased active transportation funding available. However, we also know that our fairly affluent counties don't always fair so well in competitive grant situations. It is also clear that our constituents need to see actual, physical progress – new miles of pathway that they can actually ride on!

OUR WISH LIST

Given that reserves have increased over projections over the past year, and that the pathway has been underfunded by Measure Q compared to the rail, we would like to see \$20 million of Measure Q funds spent to complete the 15 miles between McInnis Parkway and Airport Boulevard over the next five years.

SUPPORT FOR FUTURE TAX MEASURE

We found it interesting that the 10-year capital plan includes expansion of passenger service to Suisun, for a price equal to all the other costs combined. It is very hard to imagine that Sonoma & Marin County voters – particularly cyclists and residents north of Windsor – are likely to support a tax extension measure if work on this extension were to occur BEFORE the promises of 2008 are more closely met!

We look forward to tomorrow's presentation and hearing your questions, comments, and priorities.

Thanks for your consideration.

Eris Weaver

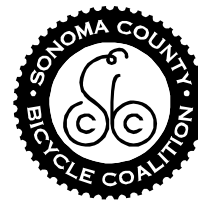


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Promoting the bicycle for transportation and recreation

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April 6, 2021

Board of Directors
Sonoma-Marín Area Rail Transit
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

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We look forward to tomorrow’s presentation and hearing your questions, comments, and priorities.

Thank you for your consideration.

Sincerely,



Eris Weaver, Executive Director

April 6, 2021

SMART Board of Directors
SMART
5401 Old Redwood Highway
Petaluma, CA 94954
RE: March 2021 Update SMART Pathway Segment Summary

Dear Board Members:

Transportation Alternatives for Marin (TAM) is a non-profit that studies and promotes the best practices of sustainable mobility, internationally, federally, and locally. Sustainability is an umbrella term that describes the health, safety, economy, and environment of a community. Sustainable mobility includes: walking, bicycling and transit. Transit includes buses, ferries, trains, trams, and share bikes.

TAM requests that the SMART Board update its March 2021 SMART Pathway Segment Summary as shown in Exhibit "A," Requested AMENDED SMART Pathway Segment Summary, UPDATED April 2021. The yellow highlighted information in Exhibit "A" must be added so as to provide the SMART Board and the public with an accurate, comprehensive picture of the unbuilt segments of "... the planned 70-mile Larkspur to Cloverdale rail ... and pathway system" that SMART's General Manager describes in his April 7, 2021 letter to the SMART Board of Directors.

We would like to highlight that SMART has made significant improvements in SMART's Unbuilt Segment Summary from what went before voters in Measure I in SMART's 2019 Strategic Plan. Only the limited number of segments highlighted in yellow need to be added to present a SMART Pathway Summary that reflects the project the voters passed in 2008 in Measure Q. TAM would like to thank SMART staff for their diligent efforts to bring their working documents more in line with Measure Q. For reference, Exhibit "B" provides a thorough background that supports including the yellow highlighted segments in the SMART Pathway Unbuilt Segments summary.

TAM supports SMART's General Manager's recommendation in section 2(c) of his April 7, 2021 letter to "Leverage these funds" and agrees with the overarching strategy of: "...completing any needed additional project phases (environmental review and final engineering) to advance overall system toward construction; and

SMART Board of Directors
April 6, 2021
Page 2

set aside the required grant match so we can have a list of “shovel ready” projects that would/could compete well for Federal and State grant funds.”

In that spirit, TAM recommends that the SMART Board follow the General Manager’s April 7, 2021 recommendation by investing Capital Funds under consideration as follows:

1. Using Measure Q funds, obtain ALL remaining CEQA and NEPA environmental clearances for all Pathway segments not yet environmentally cleared under California and federal requirements for segments where the train is funded. See Exhibit “A” for segments needing CEQA and NEPA clearance.
2. In the next three years (2022 – 2025) invest \$7 million per year to seek matching funding with a 50% or more match, or build if no-matching funds can be found for segments in Exhibit “A.” In order of priority, invest the Capital Expenditures in Marin in segments:

Seg No	Location Descriptions				Total Estimated Segment Cost
	Start	End	Distance (miles)	MP	
2	Puerto Suello Hill	No San Pedro Rd.	0.5	18.3 - 18.8	TBD
6	State Access Rd.	Bay Trail	1.4	23.7 - 25.55	\$5,437,632
7	Hannah Ranch Road	Rowland Blvd. (South)	0.38	25.85 - 26.22	\$2,877,940
9	Rowland Blvd. (North)	No. Side Novato Cr.	0.64		\$3,488,010

Sonoma: [ERIS]

3. Apply for the federal earmark opportunities with a 50% match, as recommended in TAM’s April 6, 2021 letter to Joanne Parker, attached as Exhibit “C.”

TAM also requests that SMART identify the Engineering Source documents, and publish via the SMART website the “SMART Pathway alignments” of the remaining SMART Pathway segments to be built that show 20% or more Design Completion as shown in the SMART Pathway Segment Summary.

SMART Board of Directors
April 6, 2021
Page 3

In addition to bringing the Pathway plans into alignment with the promise of Measure Q, the above recommendations would confirm SMART's ongoing commitment to plan for and build the SMART Pathway. Including all unbuilt Pathway segments in the 2021 SMART Pathway Segment Summary would also improve transparency and help rebuild public trust in SMART after the failure of Measure I, since one of the reasons voters cited for rejecting the measure was SMART's failure to build, or even plan for the SMART Pathway. These practical and symbolic actions would improve SMART's position when the District must submit another tax measure to the voting public.

Thank you for your consideration, and your continued efforts to advance the SMART mission of building both a rail and Pathway project.

Respectfully submitted,



Patrick Seidler
President

Sonoma County Segments to be Constructed 2021 - 2022

Seg No.	Location Descriptions			MP	Estimated Segment Costs				Funding	Environmental & Design Status		Comments			
	Start	End	Distance (miles)		Environmental Clearance**	Engineering	Permits & Wetland Mitigation	Real Estate		Construction	Non-Construction Contingency		Total	Funding	CEQA Clearance
Current Segments - Funded & In Design															
	South Point Blvd.	Corona Rd.	0.7		\$0	\$75,180	\$0	\$826,980	\$7,518		\$909,678	Complete	Complete	75%	Construction planned 2022
	Corona Rd.	Ely Rd.	1.16		\$0	\$243,170	\$0	\$2,331,120	\$34,317		\$2,708,607	Complete	Complete	75%	Construction planned 2022
	Ely Rd.	Main St.	1.06		\$0	\$418,800	\$0	\$3,207,600	\$41,880		\$3,668,280	Complete	Complete	75%	Construction planned 2022
	Golf Course Dr.	Todd Rd.	1.78		\$0	\$803,390	\$0	\$4,345,440	\$80,539		\$5,231,369	Complete	Complete	75%	Construction planned 2022
	Todd Rd.	West Robles Ave.	0.5		\$0	\$227,326	\$5,000	\$890,076	\$23,233		\$1,145,635	Complete	Complete	75%	Construction planned 2022
	West Robles	Bellvue	0.53		\$0	\$183,998	\$5,000	\$701,448	\$18,900		\$909,346	Complete	Complete	20%	Construction planned 2022
	Prince Greenway/JRT	3rd Street	0.06		\$0	\$15,198	\$8,940	\$98,340	\$2,914		\$130,392	Complete	Not Cleared	20%	Funded in 2020; Const. planned 2022
	Airport Blvd.	Windsor River Rd.	3		\$0	\$375,014	\$187,507	\$0	\$3,750,136	\$70,628	\$4,383,285	Complete	Not Cleared	100%	Construction began 2020 & paused 2021
	Current Segments Total =		8.79		\$0	\$390,212	\$2,250,311	\$15,000	\$16,151,140	\$279,929	\$19,086,592				

Remaining Pathway Segments to be Built (South to North; Larkspur to Cloverdale)

MARIN COUNTY

Unbuilt Segments												
1	2nd Street	Mission Ave	0.25							NEEDED	NEEDED	SR Transit Center Planning
2	Puerto Suello Hill	No San Pedro Rd.	0.5	18.3 - 18.8						NEEDED	NEEDED	
3	Mcinnis Pkwy.	Smith Ranch Rd.	0.87	20.9 - 23.0	\$0	\$238,055	\$0	\$2,165,992	Quick Strike TBD	Complete	Complete	Bay Trail funded Design
4	Smith Ranch Rd.	Main Gate Rd.	2.65	23.9 - 23.55	\$0	\$595,152	\$150,000	\$5,455,560	TBD	NEEDED	Complete	Lots of ROW needed
5	Main Gate Rd.	Hamilton Station	0.2	23.0 - 23.2						Unknown	Unknown	
6	State Access Rd.	Bay Trail	1.4	23.7 - 25.55	\$114,127	\$570,636	\$439,674	\$25,000	\$4,184,664	NEEDED	Complete	No CEQA, Ph II
7	Hannah Ranch Road	Rowland Blvd. (South)	0.38	25.85 - 26.22	\$87,870	\$298,758	\$226,740	\$5,000	\$1,933,140	Complete	Complete	No CEQA, Ph II, Developer?
8	Rowland Blvd. (South)	Rowland Blvd. (North)	0.48	26.22 - 26.7						Complete	Complete	Novato to Build
9	Rowland Blvd. (North)	No. Side Novato Cr.	0.64							Complete	Complete	Exist. On-street Route
10	Grant Ave.	Olive Ave.	0.26	27.9 - 28.1	\$0	\$303,926	\$304,272	\$2,785,992	\$63,820	Complete	Complete	Possible developer Construction
	Olive Ave.	Rush Creek Pl.	0.38	28.1+28.5	\$0	\$201,499	\$1,027,080	\$1,847,076	\$125,158	Complete	Complete	
11					\$0	\$430,442	\$2,020,758	\$0	\$3,945,718	Complete	Complete	
	Unbuilt Segments (*) Sub Total \$ =		8.01		\$201,997	\$2,400,413	\$4,789,559	\$233,000	\$22,318,142	Complete	Complete	* Not including yellow segments

NOVATO NARROWS

Unbuilt Segments												
12	Atherton Station	County Border	4.7	28.8 - 33.5						NEEDED	NEEDED	0%
13	County Border	So. Petaluma River	3.4	33.5 - 36.9						NEEDED	NEEDED	0%
	Unbuilt Segments (*) Sub Total \$ =		8.1						UNKNOWN			

SONOMA COUNTY

Unbuilt Segments												
14	So Petaluma Rvr North	Hopper St.	1.4	36.9 - 38.3						NEEDED	NEEDED	0%
15	Hopper St.	Lakeville Rd.	0.4	38.3 - 38.7						NEEDED	NEEDED	0%
16	Lakeville St.	Payran St.	0.3		\$0	\$89,736	\$0	\$987,096	TBD	Complete	Complete	Design will complete in 2021
17	Main St.	E. Railroad Ave	1.48		\$0	\$462,816	\$931,655	\$7,500	\$4,242,480	Complete	Complete	Difficult to build once trains running
18	E. Railroad Ave.	Manor Dr.	1.06		\$47,495	\$237,474	\$159,716	\$15,000	\$1,741,476	Complete	Complete	Path on Somo Village property
19	3rd St.	6th St.	0.05		\$19,287	\$65,576	\$38,574	\$0	\$424,314	NEEDED	Complete	
20	Guerneville Rd.	W. Steele Ln.	1.3		\$0	\$295,011	\$245,843	\$0	\$2,704,271	NEEDED	Complete	
21	W. Steele Ln.	San Miguel Blvd.	1.3		\$0	\$307,215	\$256,013	\$0	\$2,816,141	Complete	Not Cleared	
22	San Miguel Blvd.	Airport Blvd.	3.11		\$0	\$615,816	\$513,180	\$0	\$5,644,980	Complete	Not Cleared	
	Sonoma Unbuilt Segments (*) Sub Total \$ =		10.4		\$66,782	\$1,983,908	\$2,234,717	\$22,500	\$18,560,758	Complete	Complete	*Not including yellow segments

Segments To Be Built When Train Line Built

23	Windsor River Rd.	Healdsburg Station	5.1		\$0	\$1,061,061	\$1,326,326	\$0	\$9,726,394	TBD	Complete	20%
24	Healdsburg Station	Cloverdale Station	15.2		\$0	\$3,649,818	\$4,562,273	\$0	\$33,456,667	TBD	Complete	20%
	Segments Built w/ Train Line (*) Sub Total \$ =		20.3		\$0	\$4,710,879	\$5,888,599	\$0	\$43,183,061			
21 of 48	Total Segments (*) & Funded Train Segments=		55.6		\$268,779	\$9,485,412	\$15,163,186	\$270,500	\$100,213,101	\$2,779,669	\$128,180,647	

(*) = Excluding Missing Segments

2.5.2 Bicycle/Pedestrian Pathway

The proposed project includes components that would implement portions of the *Marin County Bicycle and Pedestrian Master Plan* (June 2000), as described in *Moving Forward: A 25-Year Transportation Vision for Marin County* (February 2003); as well as portions of the Sonoma County Bicycle Plan, as described in the *2001 Countywide Transportation Plan for Sonoma County* (September 2001).

Implementation of the bicycle/pedestrian pathway components of these plans within the SMART and NWP rights-of-way would be an integral component of the proposed project. The proposed project includes Phase 1 of two phases.

The proposed project would consist of approximately 54 miles of a Class I pathway located on the rail right-of-way and 17 miles of Class II pathway improvements. In locations where the existing rail right-of-way is not of sufficient width to accommodate a pathway or in environmentally sensitive areas, Class II pathways would be implemented outside the right-of-way on existing streets, providing links between the Class I portions of the pathway. These proposed Class I and II improvements represent Phase I of a twophase concept proposed by the BPAG. Phase 2, which is not part of the proposed project, would require implementation and funding by either the local cities and towns or the counties. Construction of Phase 2 would require acquisition of additional right-of-way and further environmental review if and when a project sponsor is established. Class I and II segments are listed by milepost in Table 2.5-3. This table also indicates segments of the pathway that are existing and segments that are being constructed by entities other than SMART (e.g., City of Santa Rosa and Town of Windsor). Although other agencies may be responsible for several segments of the pathway, this DEIR is intended to satisfy CEQA requirements for the entire length of proposed pathway.

TABLE 2.5-3 PROPOSED BICYCLE/PEDESTRIAN PATHWAY

Pathway Segments By Milepost		Segment Length	Pathway Class				Implementation
From	To	Miles	Total Corridor Class 1	Total Corridor Class 2	Proposed Class 1	Proposed Class 2	Lead Agency
14.8	16	1.2	1.2				Marin County
16	17.2	1.2		1.2		1.2	SMART
17.2	17.5	0.3	0.3				Caltrans/Marin County
17.5	18.2	0.7	0.7				Caltrans/Marin County
18.2	18.7	0.5		0.5		0.5	SMART
18.7	19.6	0.9	0.9		0.9		SMART
19.6	20.4	0.8	0.8				Existing pathway
20.4	20.8	0.4	0.4		0.4		SMART
20.8	21.3	0.5	0.5		0.5		SMART
21.3	23.2	1.9	1.9		1.9		SMART
23.2	23.9	0.7	0.7		0.7		SMART
23.9	24.2	0.3		0.3		0.3	SMART
24.2	24.4	0.2		0.2		0.2	SMART
24.4	24.5	0.1	0.1		0.1		SMART
24.5	25.5	1		1		1	SMART
25.5	25.8	0.3	0.3				Existing pathway
25.8	26	0.2		0.2		0.2	SMART
26	26.8	0.8	0.8		0.8		SMART
26.8	27	0.2	0.2		0.2		SMART
27	27.3	0.3	0.3				Existing pathway
27.3	28.5	1.2	1.2		1.2		SMART
28.5	36.8	8.3		8.3			Caltrans Narrows Project
36.8	38.8	2		2		2	SMART
38.8	44.9	6.1	6.1		6.1		SMART
44.9	45.6	0.7	0.7		0.7		SMART
45.6	46.3	0.7	0.7		0.7		SMART

Excerpts from pages:



2006
Measure R

III. Expenditure Plan and Project Details

A. Project Description

5. Bicycle/Pedestrian Pathway:

- SMART proposes a bicycle/pedestrian pathway along the SMART rail corridor linking the 14 rail stations.
- The proposed bicycle/pedestrian pathway includes a combination of Class 1 and Class 2 pathways.
- The construction of the bicycle/pedestrian pathway is proposed both on and off the SMART right-of-way depending on physical and environmental constraints and available rights-of-way.
- SMART proposes to fund approximately 57% of the pathway construction.
- Completion of the entire pathway would require the identification of additional revenues.

TABLE 2: Anticipated Costs and Revenues Over 20 Years
Project Capital Costs

Bicycle/Pedestrian Pathway Along
Approximately 50% of the SMART Railway

\$46 Million

Voter Support for Measure R				
County:	Yes		No	
	Votes	%	Votes	%
Marin County	59.774	57.51%	44.168	42.49%
Sonoma County	118.382	70.1%	50.505	29.6%
Totals:	178.156	65.3%	94.673	34.7%

2008
Measure Q

I. Executive Summary: SMART
Expenditure Plan

The Sonoma-Marín Area Rail Transit District (SMART) proposes a 1/4-cent sales tax measure for Sonoma and Marin Counties in order to pay for the construction and operation of a passenger train system and ancillary bicycle/pedestrian pathway along the existing, publicly owned Northwestern Pacific Railroad. The SMART project will extend from Cloverdale in Sonoma County to Larkspur in Marin County. (See Figure 1)

III. Expenditure Plan and Project Details

B. Project Components: Capital Improvements

5. Provide Funding for a Bicycle/Pedestrian Pathway: SMART will Provide a bicycle/pedestrian pathway along the SMART rail corridor linking the 14 train stations and on-going annual maintenance of the pathway.

TABLE 1: SMART Project Costs (All costs in 2008 dollars)
Project Capital Costs

Bicycle/Pedestrian Pathway Along
100% of the SMART Railway

\$91 Million

Voter Support for Measure Q				
County:	Yes		No	
	Votes	%	Votes	%
Marin County	83.805	62.79%	49.665	37.21%
Sonoma County	162.242	73.7%	58.016	26.3%
Totals:	246.047	69.6%	107.681	30.4%

PHASE 1 and PHASE 2 SEGMENTS of the SMART Pathway - EXPLAINED

SONOMA-MARIN AREA RAIL TRANSIT DISTRICT MEASURE Q

Q MEASURE ●: To relieve traffic, fight global warming and increase transportation options, shall Sonoma-Marín Area Rail Transit District be authorized to provide two-way passenger train service every 30 minutes during weekday rush hours, weekend service, a bicycle/pedestrian pathway linking the stations, and connections to ferry/bus service, by levying a ¼-cent sales tax for 20 years, with an annual spending cap, independent audits/oversight, and all funds supporting these environmentally responsible transportation alternatives in Marin and Sonoma Counties?

YES

NO

EXCERPTS OF MEASURE Q

ORDINANCE NO. 2008-01

AN ORDINANCE OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT IMPOSING A RETAIL TRANSACTIONS AND USE TAX TO BE ADMINISTERED BY THE STATE BOARD OF EQUALIZATION; ADOPTING AN EXPENDITURE PLAN; AND ESTABLISHING AN ANNUAL APPROPRIATIONS LIMIT FOR THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT.

BACKGROUND FINDINGS:

The Sonoma-Marín Area Rail Transit District (SMART) was created to provide a passenger rail system along the Northwestern Pacific Railroad within Sonoma and Marin Counties. The entire 75-mile corridor is publicly owned and can be used to provide passenger rail service. SMART will provide passenger rail service and a bicycle/pedestrian pathway to 14 rail stations in Sonoma and Marin Counties. SMART is committed to providing service with the most environmentally clean passenger rail vehicle possible.

SMART requires this measure in order to provide matching revenues to existing state and federal transportation grants, to bond for the construction of the project, and to provide funding for the on-going operation and maintenance of the project.

Section 1. TITLE. This ordinance shall be known as the Sonoma-Marín Passenger Rail Act. The Sonoma-Marín Area Rail Transit District hereinafter shall be called "District." This ordinance shall be applicable in the incorporated and unincorporated territory of the Counties of Sonoma and Marin, which shall be referred to herein as "District."

Section 2. OPERATIVE DATE. "Operative Date" means the first day of the first calendar quarter commencing more than 110 days after the effective date of this ordinance, as set forth below.

Section 3. PURPOSE. This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To provide funding for the design, construction, implementation, operation, financing, maintenance and management of a passenger rail system and a bicycle/pedestrian pathway connecting the 14 rail stations from Cloverdale to Larkspur. *

Marin and Sonoma County voters passed Measure Q in 2008. Key provisions of the ballot measure and enacting legislation are set forth to the left; portions pertaining to the SMART Pathway are highlighted in yellow.

In 2003 the SMART Pathway was delineated into "Phase 1" and "Phase 2" segments, with Phase 1 segments identified as easier to environmentally clear, construct, or both. SMART could not get the entire Pathway environmentally cleared in time for the 2008 Measure Q ballot, so SMART and the Bicycle Advocacy Community agreed to environmentally clear the Phase 2 Pathway Segments after passage of Measure Q.

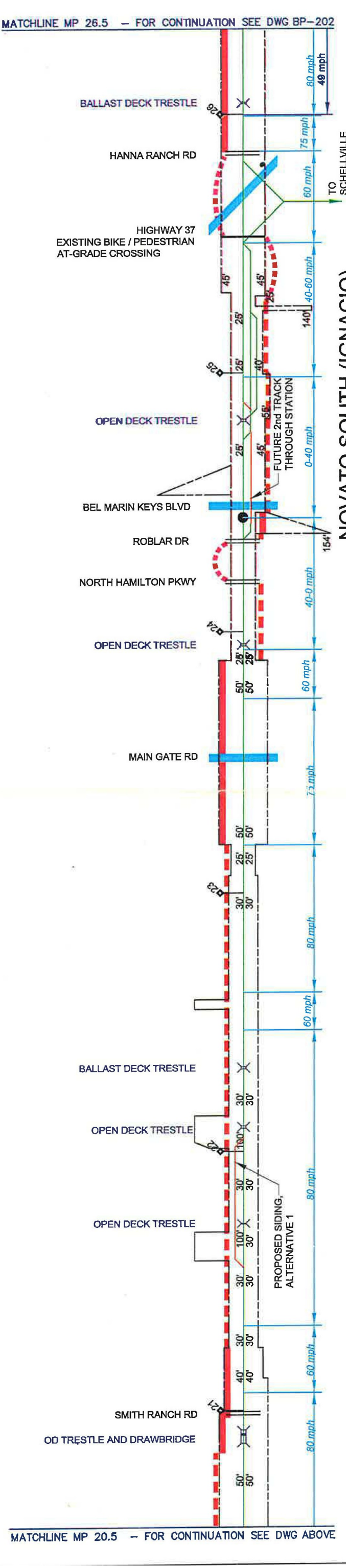
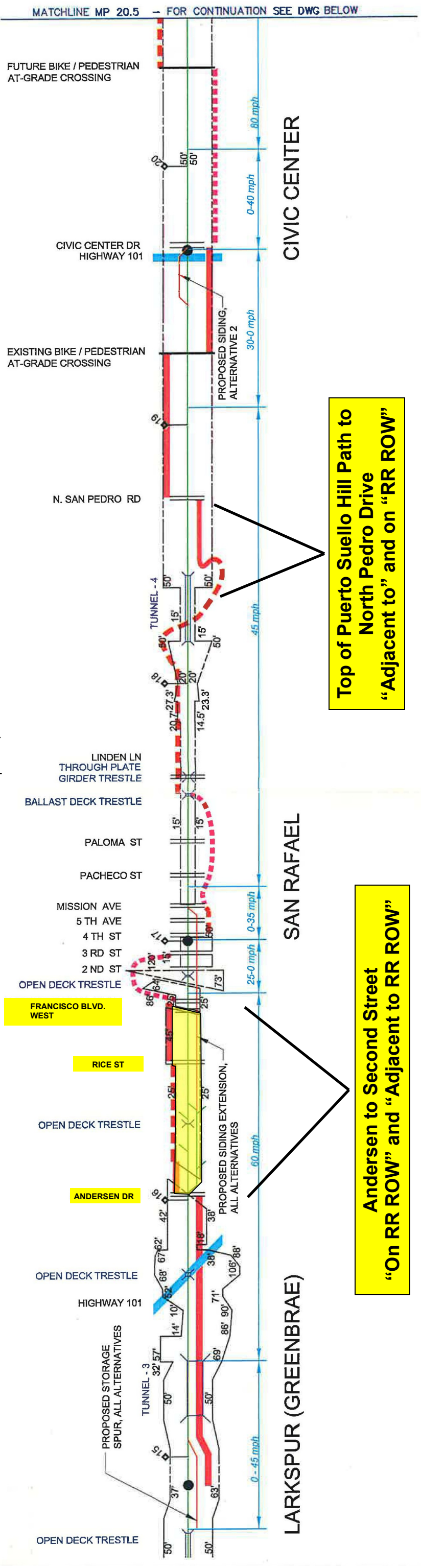
SMART's 2008 CEQA and Caltrans' 2016 NEPA environmental documents cleared (4) of the (6) Phase 2 Pathway Segments, leaving (2) Phase 2 segments without environmental clearances:

- (1) From the top of Puerto Suello Hill to North San Pedro Road; and
- (2) Hamilton SMART Station Pathway to the North Hamilton Road Rail crossing at Legacy Milepost 24.2.

These two segments are some of the highest priority to clear and complete, particularly in consideration of the criteria set out in SMART's 2014 Strategic Plan to prioritize Pathway segments that provide critical access to SMART stations, have high potential usage, provide critical access across geographic and physical barriers, and bridge gaps between existing Pathway segments.

To summarize:

1. SMART's charter from Measure Q is to "provide passenger rail service and a bicycle/pedestrian to 14 rail stations in Sonoma and Marin Counties." While Measure R failed, Measure Q passed because it specifically included the SMART multi-use Pathway along the entire length of the rail project.
2. The entire SMART Pathway "connecting the 14 rail stations from Cloverdale to Larkspur" is comprised of Phase 1 and Phase 2 segments. Phase 1 and Phase 2 are merely timing references to manage environmental clearance of Pathway segments; classification as Phase 2 does not mean the segments are excluded from the project. The entire SMART Pathway (Phase 1 and Phase 2 segments) must be built pursuant to Measure Q.
3. For a detailed history, please see "TAM White Paper #3 RE SMART: SMART Pathway Environmental Clearance History Phase 1 and Phase 2 Pathway Segments."



Environmental Impact Report
And Impact Statement
Preliminary Engineering Design

Prepared By: **PB PARSONS BRINCKERHOFF**
Date: 09/09/2003

LEGEND:

- EXISTING TRACK CENTERLINE
- PROPOSED PASSENGER TRACK CENTERLINE
- PROPOSED FREIGHT TRACK CENTERLINE
- RIGHT OF WAY
- ROADWAY OVER CROSSING
- ROADWAY AT GRADE CROSSING

Scale: 0 1000' 2000'

Original Scale: 0 1" = 1000'

BIKE / PED. PATH ALTERNATIVES

BIKE/PEDESTRIAN PATH ON RR ROW

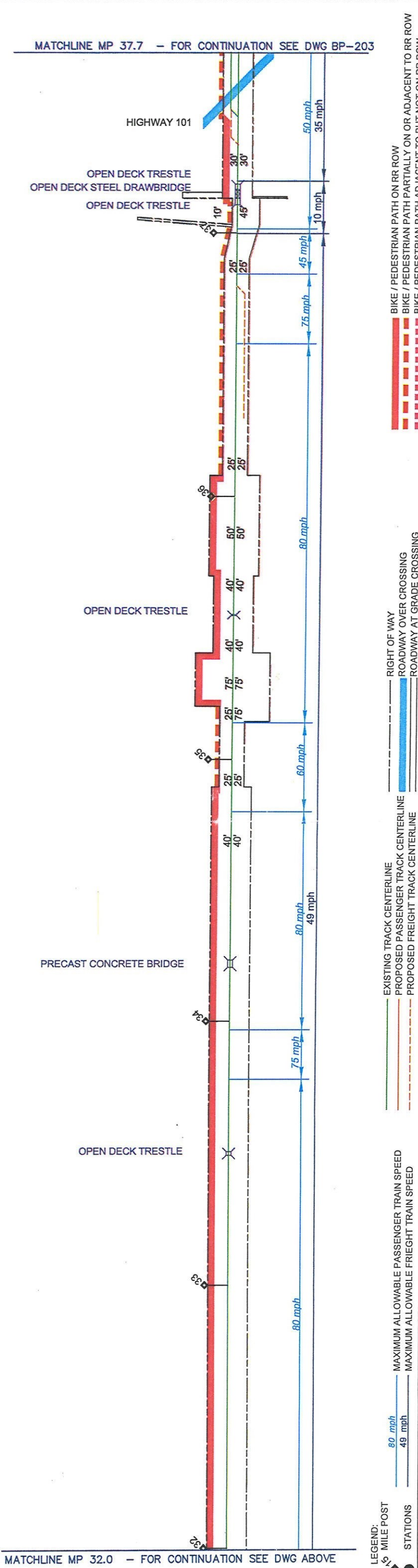
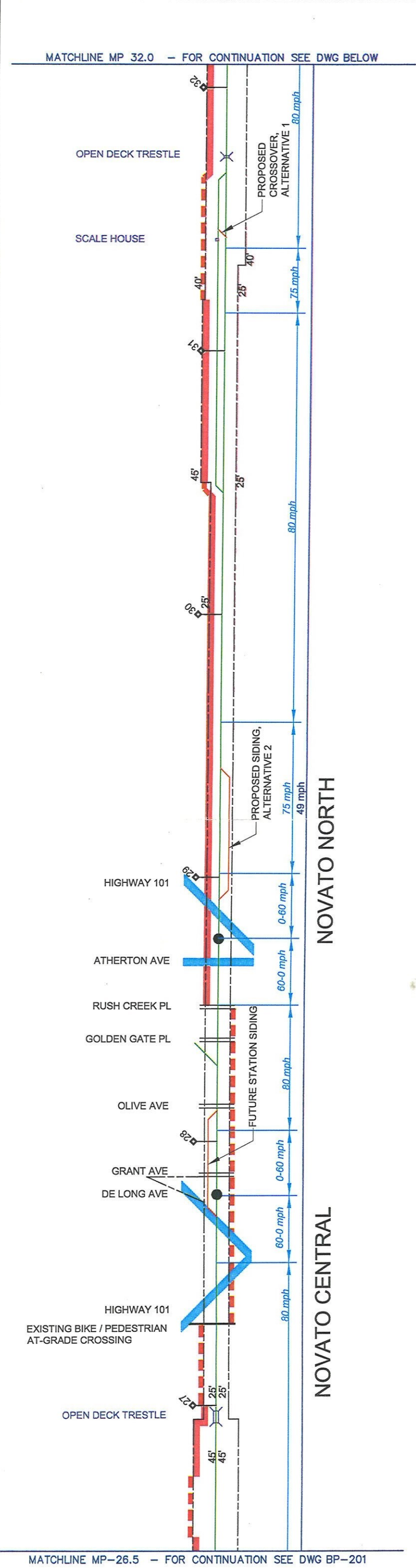
BIKE/PEDESTRIAN PATH PARTIALLY ON OR ADJACENT TO RR ROW

BIKE/PEDESTRIAN PATH ADJACENT TO BUT NOT ON RR ROW

PHASE 2—LONG TERM
RIGHT-OF-WAY AND SPEED CHART
SMART CORRIDOR

Drawing No. BP-201

Figure No.



LEGEND:

- EXISTING TRACK CENTERLINE
- PROPOSED PASSENGER TRACK CENTERLINE
- PROPOSED FREIGHT TRACK CENTERLINE
- RIGHT OF WAY
- ROADWAY OVER CROSSING
- ROADWAY AT GRADE CROSSING

BIKE / PEDESTRIAN PATH ON RR ROW

BIKE / PEDESTRIAN PATH PARTIALLY ON OR ADJACENT TO RR ROW

BIKE / PEDESTRIAN PATH ADJACENT TO BUT NOT ON RR ROW

SONOMA-MART

SMART

AREA RAIL TRANSIT

MAXIMUM ALLOWABLE PASSENGER TRAIN SPEED

MAXIMUM ALLOWABLE FREIGHT TRAIN SPEED

80 mph

49 mph

STATIONS

MILE POST

Environmental Impact Report and Impact Statement

Preliminary Engineering Design

Prepared by: **PARSONS BRINCKERHOFF**

Date: 09/09/2003

HDR

HDR Engineering, Inc.

BIKE / PED. PATH ALTERNATIVES

PHASE 2 - LONG TERM

RIGHT-OF-WAY AND SPEED CHART

SMART CORRIDOR

Drawing No. BP-202

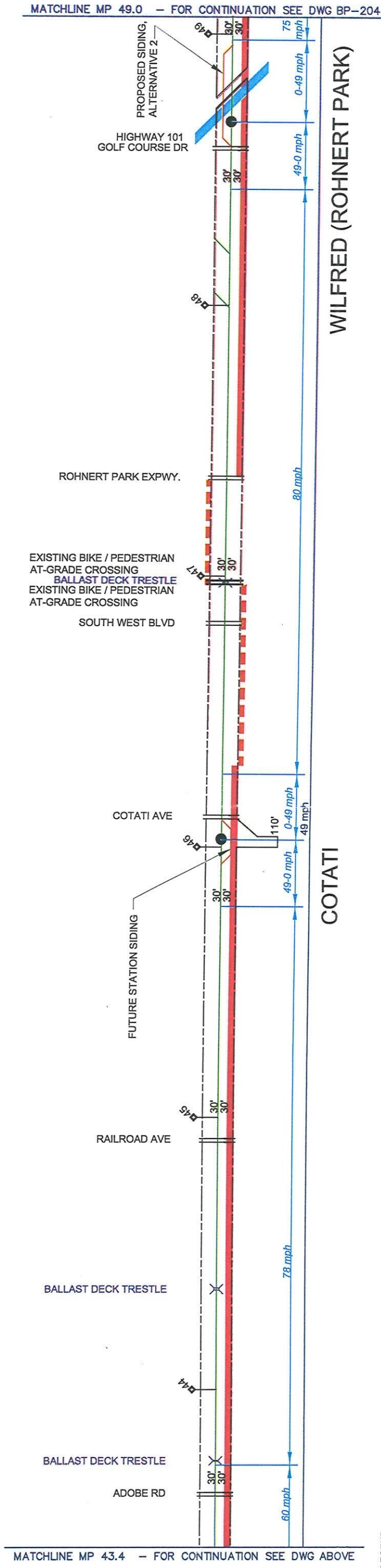
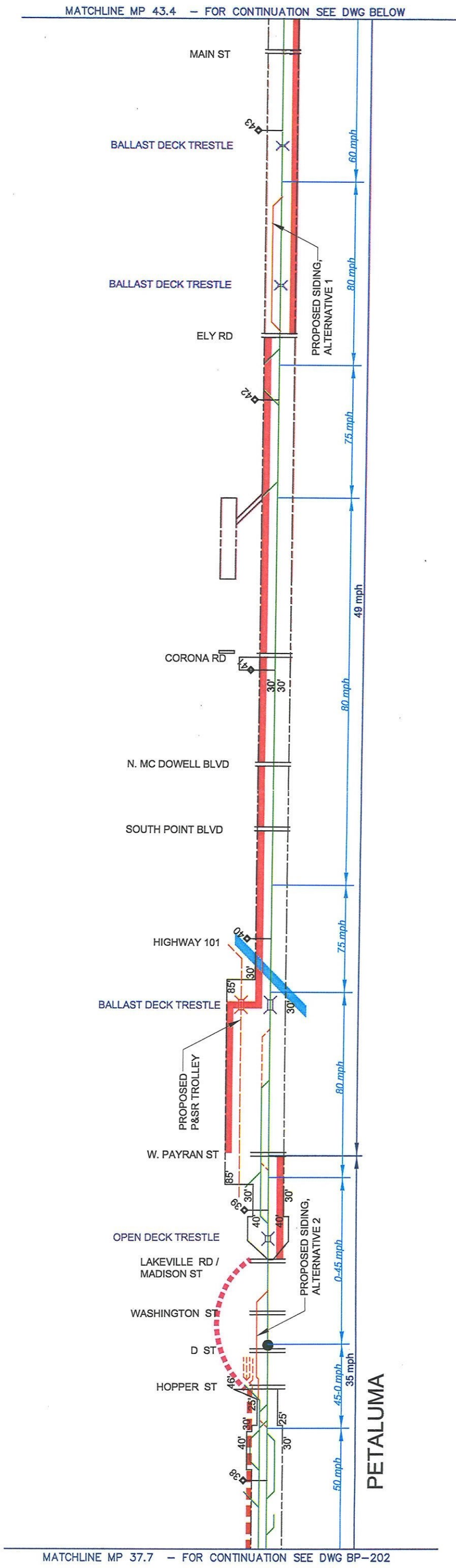
Figure No.

Scale: 0 1000' 2000'

Original Scale: 0 1" 1"

PRELIMINARY

NOT FOR CONSTRUCTION



Environmental Impact Report
and Impact Statement
Preliminary Engineering Design

Prepared by: **PARSONS BRINCKERHOFF**

Date: 09/09/2003

HDR Engineering, Inc.

LEGEND:

- EXISTING TRACK CENTERLINE
- PROPOSED PASSENGER TRACK CENTERLINE
- PROPOSED FREIGHT TRACK CENTERLINE
- RIGHT OF WAY
- ROADWAY OVER CROSSING
- ROADWAY AT GRADE CROSSING
- BIKE / PEDESTRIAN PATH ON RR ROW
- BIKE / PEDESTRIAN PATH PARTIALLY ON OR ADJACENT TO RR ROW
- BIKE / PEDESTRIAN PATH ADJACENT TO BUT NOT ON RR ROW

Scale: 0 1000' 2000'

Original Scale: 0 1" = 1000'

BIKE / PED. PATH ALTERNATIVES

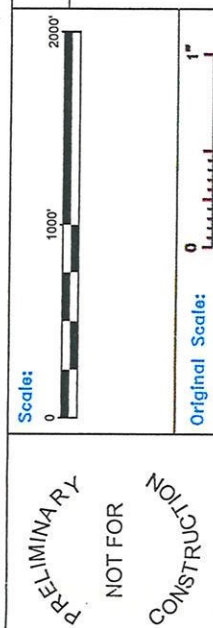
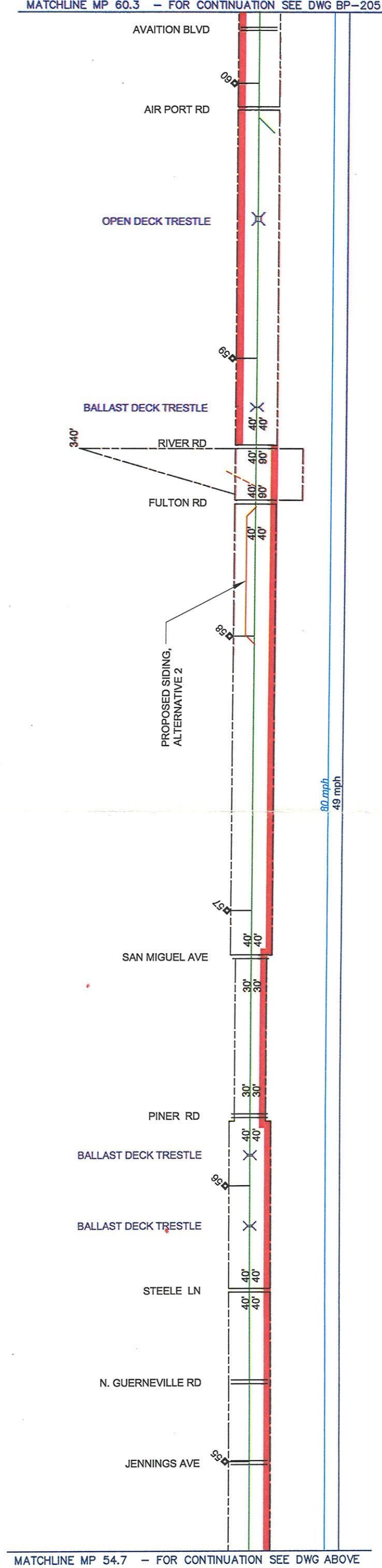
PHASE 2 - LONG TERM

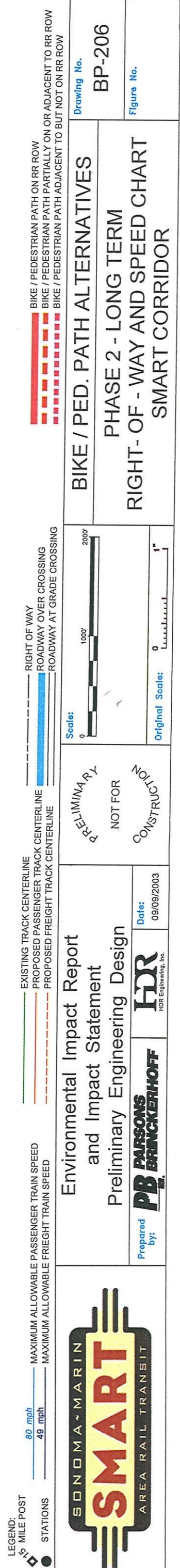
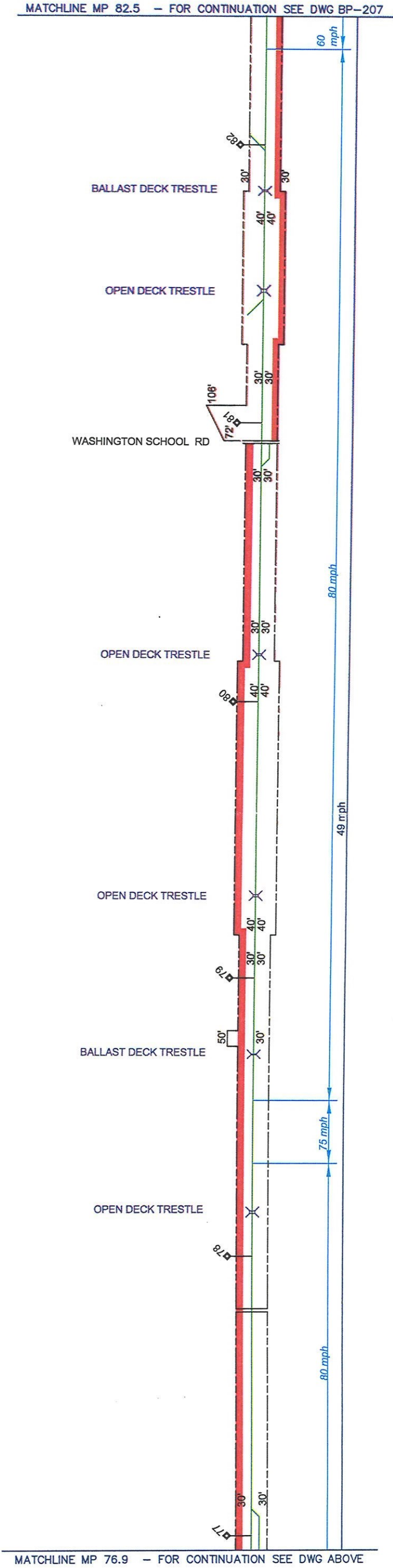
RIGHT-OF-WAY AND SPEED CHART

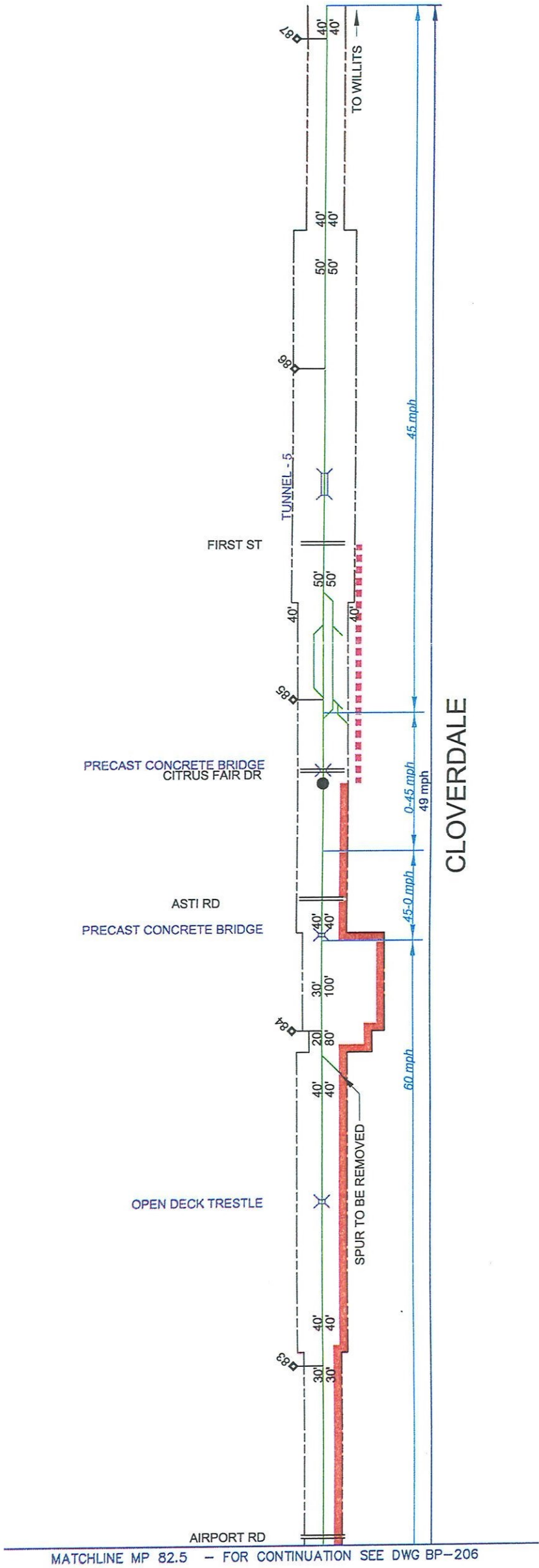
SMART CORRIDOR

Drawing No. BP-203

Figure No.







LEGEND:
1/8" = 1' MILE POST
STATIONS

80 mph
49 mph
45 mph

MAXIMUM ALLOWABLE PASSENGER TRAIN SPEED
MAXIMUM ALLOWABLE PASSENGER TRAIN SPEED
MAXIMUM ALLOWABLE PASSENGER TRAIN SPEED

EXISTING TRACK CENTERLINE
PROPOSED PASSENGER TRACK CENTERLINE
PROPOSED PASSENGER TRACK CENTERLINE

RIGHT OF WAY
ROADWAY OVER CROSSING
ROADWAY AT GRADE CROSSING

BIKE / PEDESTRIAN PATH ON RR ROW
BIKE / PEDESTRIAN PATH PARTIALLY ON OR ADJACENT TO RR ROW
BIKE / PEDESTRIAN PATH ADJACENT TO BUT NOT ON RR ROW



Environmental Impact Report
and Impact Statement
Preliminary Engineering Design

Prepared by: **PB PARSONS BRANCKERHOFF**
Date: 09/09/2003
HDR HDR Engineering, Inc.

Scale:
0 1000' 2000'
Original Scale: 0 1" = 1000'

BIKE / PED. PATH ALTERNATIVES
PHASE 2 - LONG TERM
RIGHT-OF-WAY AND SPEED CHART
SMART CORRIDOR

Drawing No. BP-207
Figure No.



**TAM White Paper #3 RE SMART:
SMART Pathway Environmental Clearance History
Phase 1 and Phase 2 Pathway Segments**

SMART started working on Environmental Clearances for both the rail and pathway components of the SMART project in 2003. As of January 2015, most sections of the SMART Pathway have been CEQA and NEPA cleared.

When SMART decided to include a bicycle/pedestrian Pathway as part of the SMART project, SMART's engineers and consultants worked with Transportation Alternatives for Marin (TAM) to set the alignment for the Pathway in Marin. SMART and TAM worked together, starting in the south and working north. When there was a segment with any issues that could not be resolved quickly, it was designated as a segment to come back to. In September of 2003, SMART stopped further Pathway alignment activity due to budgeting constraints. This left six segments in Marin that had outstanding issues.

The segments that were completed were designated as "Phase 1." The segments that had any issues, although Preliminary Engineering may have been done, were called "Phase 2." Each of the six Marin segments had different features or reasons as to why SMART wanted the segments designated as Phase 1 or 2.

In 2003, SMART prepared an Environmental Impact Report and Impact Statement Preliminary Engineering Design for both the Phase 1 and the Phase 2 SMART Pathway segments.

The Andersen to Second Street segment of the SMART Pathway was planned for the west side of the rail. In 2005, SMART requested the Marin County Bicycle Coalition (MCBC) and TAM to agree to its removal from the EIR CEQA clearances because the tidal channel on the west side of the alignment for the Pathway would have added more "wetlands" to the SMART overall project. SMART was concerned about too many wetland segments because of those along the Novato Narrows section of the rail line. SMART was confident that its Preliminary Engineering drawings showed the proper path alignment and constructability. SMART did not want any more wetlands in the CEQA EIR because of Cumulative Impacts of wetlands. SMART agreed to clear the Andersen to Second segment after the 2006 election.

The SMART Pathway segment from the top of Puerto Suello Hill to North San Pedro Road was held out of the 2005 EIR because at the top of the hill the SMART Pathway would cross about 80 yards of Caltrans right of way. SMART wanted to minimize the segments included in the 2005 CEQA EIR with Caltrans issues. SMART Engineering drawings show the Pathway as going down the hillside to North San Pedro Road, all within the SMART right of way except for the start of the SMART Pathway on the Caltrans right of way. The engineering for this segment is elemental.

In 2005, SMART removed from its CEQA EIR six pathway segments (including (1) Andersen to Second; and (2) Top of Puerto Suello Hill to North San Pedro Road) because of the wetlands issue (above), and because including these segments in the 2005 EIR would have delayed its completion before the initiative went to ballot in 2006. At the time, SMART agreed with the MCBC and TAM that those six segments, which included the three "Missing Link" Central San Rafael segments, would be done next. The 2006 SMART measure lost at the ballot box.



A Supplemental EIR was completed in 2008, again just before the SMART project went to ballot. The six Marin pathway segments were again omitted from the Supplemental EIR because their inclusion allegedly would have delayed the EIR before the 2008 vote. SMART again assured the MCBC and TAM that the six Marin pathway segments would be CEQA environmentally cleared right after the November 2008 election. Measure Q, the ballot measure to fund SMART, passed in November 2008.

In 2009, SMART began the processes of environmentally clearing the final six Marin pathway segments. You will find attached as **Exhibit "A"** correspondence from SMART to the MCBC and TAM from 2009 that pertains to environmental clearance for the six Marin Segments, which included the three Central Marin "Missing Link" segments. Attached as **Exhibit "A-1"** you will find a proposed alignment for the SMART pathway from the top of the Puerto Suello Hill path through the SMART right of way to North San Pedro Road, connecting the SMART pathway to the Civic Center.

In 12 years, the three Central San Rafael "Missing Link" pathway segments still have not been environmentally cleared.

SMART Field Trip – October 30, 2009
Marin County Phase 2 Pathway Segments
SUMMARY

Attendees: Vicki Hill – Env. Review & Permitting (SMART)
 Patrick Seidler, Bike Coalition & Bike Belong
 Bill Gamlem, SMART
 Mike Strider, HDR
 Michael Jones, Alta
 Jim Sherar (Biologist)
 Andy Peri, MBC
 Allison Thomasson, CCE
 Paul Klassen, CCE

NOTE: Pathway maps with notes are being forwarded separately.

MEETING NOTES

1. *Purpose of Meeting and Field Trip:* To review the seven Phase II pathway segments in Marin County, requested by Transportation Alternatives for Marin (TAM) and the Marin County Bicycle Coalition (MCBC) to be environmentally "cleared." The field visit will review the original Phase II alignments, observe environmental and technical constraints, and explore alternative alignments to reduce impacts/constraints. [Segments are described at end of this memo.]
2. *Status:* Phase I pathway segments have CEQA (but not NEPA) clearance per the SMART project Final EIR (2006); Phase II pathway segments have neither CEQA nor NEPA clearance. SMART has committed to doing the CEQA environmental review for the Phase II segments, but needs concept plans for alignments.
3. *History:* Originally, all Phase I and Phase II alignments were to be environmentally cleared in the original EIR. However, at some point, perhaps because of the Novato Narrows segment, the Phase II segments were removed from consideration in the original EIR. At that time SMART stated that the environmental review on the Phase II segments would be done at the next opportunity. A Supplemental EIR was required for the overall project because of changes to the project. TAM and the MCBC requested the segments of Phase II in the Supplemental EIR, but the segments were pulled due to time constraints. This current process is to complete the environmental review of these Seven Phase II Segments.
 - a. Note: TAM and the MCBC request that SMART complete any NEPA clearance for Phase II segments at the same time as SMART gets NEPA clearance for the overall project or the Phase I segments of pathway.
3. *Permits:* The permitting for the overall project (rail plus Phase I MUP [Multi-Use Path]) is now beginning. The MUP is more of an environmental clearance and permitting issue than the rail line because the rail already exists, so it is exempt from some permit requirements or can be permitted under maintenance and repair activities. The MUP involves new stream crossings (although all have the same alignment as the rail portions of the overall project)

and limited development in wetlands, which are subject to multiple permits/approvals from USFWS, Army Corps, and CDFG.

4. *Current Project:* See Final EIR for all Phase I work. EIR based on Working Paper 5 "Design" but some revisions have been made since Working Paper 5 was first developed. A current overall project description is available on the SMART website and current Working Paper 5 drawings are on the website.
5. The MCBC and TAM are working with City of San Rafael on the planning of off and on ROW work on city streets. (Heatherton and Tamalpais are routes through downtown per San Rafael plans. John Nemeth at SMART has submitted proposals to the City of San Rafael on behalf of SMART on these downtown crossings including the MUP). SMART has submitted suggestions to the City of San Rafael for a north-south alignment through San Rafael from 2nd Street to 4th Street. The MCBC and TAM support the SMART suggestions that have been reviewed. SMART has also signaled the City of San Rafael, the MCBC, and TAM that there may be some right-of-way opportunities for a segment of the North-South Greenway from Mission to 4th Street with SMART allocating some ROW on the west side of the tracks to the North South Greenway, a separated pedestrian and bicycle path. The MCBC and TAM are very supportive of such proposals and would like to work with SMART and the City of San Rafael to complete those plans.
6. Michael Jones stated that he can get us all the needed background plans and documents. He will be the lead for pathway design, as part of the overall engineering design team.
7. "Civic Center Connector." The City of San Rafael is revising its Master Bicycle and Pedestrian Plan. The Plan is expected to contain a Civic Center Connector in its updated Master Bicycle and Pedestrian Plan; The Civic Center Connector starts at the North South Greenway (the SMART pathway) at North San Pedro Road and Los Ranchitos. The Civic Center Connector would provide separated bicycle access (single directional Class I bicycle accommodation) and pedestrian accommodation on each side of North San Pedro Road to Civic Center Drive. The Civic Center Connector would continue on each side of Civic Center Drive to the Civic Center SMART station with single directional bike paths and sidewalks on each side of Civic Center Drive. The Civic Center Connector would provide safe and separate accommodation from North San Pedro Road at Los Ranchitos, to the Civic Center, and then continuing to the North South Greenway at the Civic Center SMART station.

FIELD NOTES

In addition to the following notes, Allison made notes on the pathway segment maps handed out at the meeting. **These maps are being sent in separate pdf files.**

During the field visit, multiple options were identified and discussed for some segments. As a result of field investigations, it was agreed that Segment 7 should be dropped for the time being. More analysis will be needed for this segment alignment, before it can be considered for CEQA clearance.

Segment 1: There is a tidal channel on the west side of the tracks north of Andersen Drive which is problematic. Further, a west side path would cause one to two more track crossings than an east side path in this segment. The preferred alternative would be to have the MUP continue from the Cal Park Hill Tunnel Segment on the east side of the tracks across Andersen continuing north on the east side of the tracks. On the section of Segment I from Anderson Drive to the tidal inlet additional ROW (15 to 20 feet) or easements would be needed for the MUP. There is a shallow depression on the east side of the tracks with some wetland features (but not tidal). Ideally, the pathway would be placed on the east side of this depression. This alignment may require more right of way acquisition or an easement. However, the preferred land for the pathway alignment is poorly used. The preferred path location is on the back side of a fence to the Borders/Toys R Us parking lot. It is possible the landowner would desire SMART to build the MUP in this location. From the tidal inlet north, the shallow depressions with some wetland features does not exist. However, there is a car dealership parking lot along the east side that would need to be reduced in size by approximately 12 feet to provide for an east alignment of the pathway from the inlet to Rice Street. This appears to already be in the SMART ROW. SMART will review and follow up. The sliver of right-of-way would need to be acquired or a trade could be made. This was suggested by SMART and its consultants. There currently exists an apparently empty parking lot to the north of Rice Street. Ownership of this parcel should be determined. The parking lot to the north of the car dealership that might be used in such a trade is across Rice Street from the car dealership's current parking lot. The Land Committee needs to look at both of these sections on Segment I, both south and north of the inlet on the east side of the tracks. TAM and the MCBC asked whether the tracks could be moved slightly to the west, to allow more space for the path on the east side. If such track movement were done there would still need to be acquired some ROW on east side of the tracks for the east side pathway to be built?

A new pathway bridge would be required over the tidal inlet. The remains of an old rail bridge might be used, to reduce disturbance over the channel. The rail line has to cross the same tidal inlet.

The Andersen realignment is not known yet and will be a major factor in the planning of Segment 1. TAM and the MCBC support a grade-separated crossing at Andersen. The MCBC's and TAM's primary desire is that the path be on the east side of the tracks and cross Andersen with the tracks to Rice Street. The preferred option from Rice Street appears to be to get to the west side of the tracks at Rice, possibly on the west side of the re-aligned West Francisco. This would allow for separation from the rail, two fewer track crossings by the MUP, and a better connection to the Mahon Creek Path (without having to cross West Francisco to get to the Mahon Creek Path from the Segment I path). An alternate option for the pathway is to have the pathway cross at Rice to the west side and turn into a Class II pathway there. (Some explanation is needed here relative to the proposed re-alignment of West Francisco.) This would avoid the pinch point with the highway on ramps. (Vickie will review.)

Since there is so much roadway realignment that SMART is working on in this Segment I, from Andersen, to Rice, to West Francisco, to Second Street, with the City of San Rafael, the County of Marin, and Caltrans, the MCBC and TAM request that all planning, environmental clearances, 100% engineering, and permits for this Segment I of the pathway be completed as part of this rail and roadway project from the Cal Park Hill project ending at Andersen all the way to Second Street. Andersen Drive will be relocated and crossed by the rail line. The north end of West

Francisco is being completely realigned. In the scheme of things doing 100% of the pathway alignment makes sense from a practical standpoint. It would be impractical if the pathway were not included in these major planning efforts. The pathway, although critical, is of lesser design difficulty than the road realignments and the road crossings by the rail in the highly redesigned area. There is simply too much roadway and rail work being done in this Segment I not to fully integrate the path into the 100% design process. The MCBC and TAM would like to be involved in ALL stake holder meetings for the redesign of this area.

Segment 2: TAM and the MCBC stated that this segment is important for families and inexperienced riders, including children who cannot use the Class II facilities on Los Ranchitos or the Merrydale passage. As well, the Merrydale passage routes pedestrians and cyclists through a major freeway interchange at the bottom of Merrydale Avenue at North San Pedro Road. The slope from the top of Puerto Suello Hill may require a switchback(s). On the field visit there was a new idea from Paul to include a grade-separated railway crossing where the pathway would cross over the right-of-way to the west side of the rail, to avoid the steep slope at the base of the north side of Puerto Suello Hill. To get to the spot on the east side of Puerto Suello Hill at the estimated place where such an overcrossing would start, there appears to be an old road running down the north side of Puerto Suello Hill. Further, on the west side where the path would land there is an elevated area that is flat on the western side of the tracks. There appears to be enough space in the ROW on the west side of the tracks after such a crossing, which would be approximately 10 feet-20 feet higher than the rail bed until approximately 450 feet from North San Pedro Road. The rail would have to be moved to the east in this section and retaining walls built in the last 450 feet of the section. The suggested rail line movement is shown in a map attachment to accommodate the path here. The overhead crossing alternative brings the MUP to the west side of the tracks at North San Pedro Road. This is optimal because it eliminates a MUP crossing of the tracks and puts the MUP into a nice, and newly refurbished intersection for crossing North San Pedro Road. The North South Greenway (the MUP) continues after crossing North San Pedro on the west side of the tracks. We would need a conceptual plan for this to proceed with environmental review. Is it possible to move the tracks to provide more room for the pathway?

Segment 3: Is it possible to move the segment to the west and use the edge of the new Safeway shopping center property? East side is problematic due to wetlands at the southern start and concern over right of way backing to the boundary of homes on the east side of the tracks. The Land Committee has to look at getting the easement on the Safeway side. Both alternatives, the east side and the west (Safeway) side should be explored.

Segment 4: The pathway could go under Bel Marin Keys overpass on either the east or the west side of the tracks.

West side alignment: A west side alignment might be able to be designed to avoid the pinch point at the Bel Marin Keys overpass, but this alignment would need property from Caltrans and may provide for another ROW crossing to the north. Further it would put cyclist between Highway 101 and rail line. Need to investigate this alternative. TAM and MCBC do not support the west alignment.

East Alignment: An east side path alignment could pass underneath the Bell Marin Keys Drive overpass. Note that other sections of the MUP use a similar design technique to accomplish getting the MUP through overpass areas. To facilitate the east alignment the third rail line, for

approximately 400 feet at the north end of this segment, would need to be removed. The preferred alternative is on the east side of the tracks from Ignacio Blvd to Frosty Lane.

Segment 5: Hanna Ranch Segment. Would need retaining walls and raise pathway due to hillside. There are several suggestions to cross the pond which is just north of the hillside. Instead of going over the edge of the pond, as shown on plans, the path could be planned go around it, on private land (existing dirt road). The Land Committee would need to consult with property owner on feasibility of this. Private business park development plan (West Bay properties) for at least a portion of the property is being proposed, but there is no requirement for a pathway. Eastside easement road (utility) does not work, because of the need to have pathway on west side of the ROW. A more elegant and cost efficient way to secure this important and direct link from Hannah Ranch Road to Rowland Blvd would be to raise the pathway and use a retaining wall to get past the hillside. At Novato Creek, a bridge would be built to accommodate both rail and the pathway, with a dividing safety structure. The path would then connect with the MUP at Rowland Blvd.

Segment 6: The segment is partially off the right of way. (This seems like it is possible to be Cal Trans Land. Ownership needs to be determined.); columns on the undercrossing constrict the area available for the pathway if it were possible to move the pathway up above the wetland area to the east onto Caltrans property this might solve all these problems. If SMART wanted the MUP to connect at North Novato Station it may require a new rail crossing to access the Novato North Station.

Segment 7: There are a lot of wetlands north of the Novato North Station, so need to rethink this area.

Other Field Notes Regarding Phase I of the Project:

- The MCBC and TAM have an idea about crossing of wetland and Gallinas Creek at McGinnis Parkway – The recommendation is to make more direct connection across private property (The owner who wants to build soccer fields and other athletic areas in the area).
- Novato Narrows area – TAM and MCBC are working on alignments that avoid wetlands. **Jim Sherrar** to report on land east side of tracks, south of the County dump.
- For the entire pathway, TAM reports that the best practices TAM has seen for Multi-Use Paths in the United States are in Minneapolis which has pathways 21 feet wide to accommodate all users: 8 feet in each direction for cyclists, 5 feet for pedestrians. Pictures are included with this packet as an attachment.
- Optimal Path width and Mode Separation. Look at the new Multi-Use Pathway of Northgate, as a good example of a divided mode separated pathway (Pedestrians separated from cyclists, cyclists separated in each direction) built around the perimeter. The Northgate path is: 4 feet each way for cyclists and 4 feet for pedestrians: 12 feet overall.
- Need iterative process in design of Phase I – in tight locations, places where retaining walls needed, etc.

NEXT STEPS:

- Need concept plans for the various Phase I segments, to proceed with SEIR. But, there are private property issues. The SMART Land Committee should investigate:
 1. Right of way acquisition or easements for the path on the east side of the tracks for Segment I from Andersen to Rice.
 2. An easement for the path on the west side of the tracks for Segment 3 next to the new Safeway.
 3. A right of way acquisition of approximately 5 feet width and 900 feet long for the northern part of Segment 4.
 4. An easement or right-of-way acquisition from Caltrans to get around the small wetland area on the east side of the underpass on Segment 6.
- Mike Jones thinks we need feasibility study of various segments and alternatives. Alta work scope includes task for developing Phase II alignments.
- To shadow the Phase II segments on the design drawings for Phase I work, need to know where Phase II segments are going to be located.

QUESTIONS:

- 1) Who will fund the 30% to 100% design of Phase II segments? The MCBC and TAM request as set forth in (a) below that TAM and the MCBC suggest the funding of such engineering as set forth below. Bill noted that Phase II design is not included in the current work scope for the designers, but that "shadowing" for Phase II is included. This means that designs for Phase I of the project, particularly with respect to rail, will factor in Phase II alignments.

The MCBC's and TAM's suggestions for engineering funding are as follows:

- a. All elements of Segment I need to be designed by SMART:
 - Andersen Drive realignment
 - Underpass for rail and MUP crossing Andersen
 - East side MUP alignment from Andersen to Rice
 - Relocation of West Francisco Blvd.
 - Alignment of MUP on west side of tracks (possibly on the west side of West Francisco) starting at Rice to Second Street

SMART should provide 100% engineering, environmental clearances and all permits for Segment I.

- b. Segments 2, 3, 4, and 6 should be "shadowed" by SMART. SMART should provide an estimate to the County and request that the County fund the 30% engineering for these sections through the Non Motorized Pilot Program, using the engineers SMART has now. These engineers are looking at all of the other relevant engineering information other than the MUP in the above segments.

- 2) c. All elements of Segment 5 need to be done by SMART because the preferred alternative is entirely within the SMART ROW, and the biggest engineering calculation would be on a shared bridge for the MUP and the train over a pond. SMART should provide 100% engineering, environmental clearances, and all permits for Segment 5. Who will be responsible for obtaining permits for these segments? TAM and the MCBC recommend that SMART obtain the permits for all Phase II segments for continuity and economy of scale reasons.

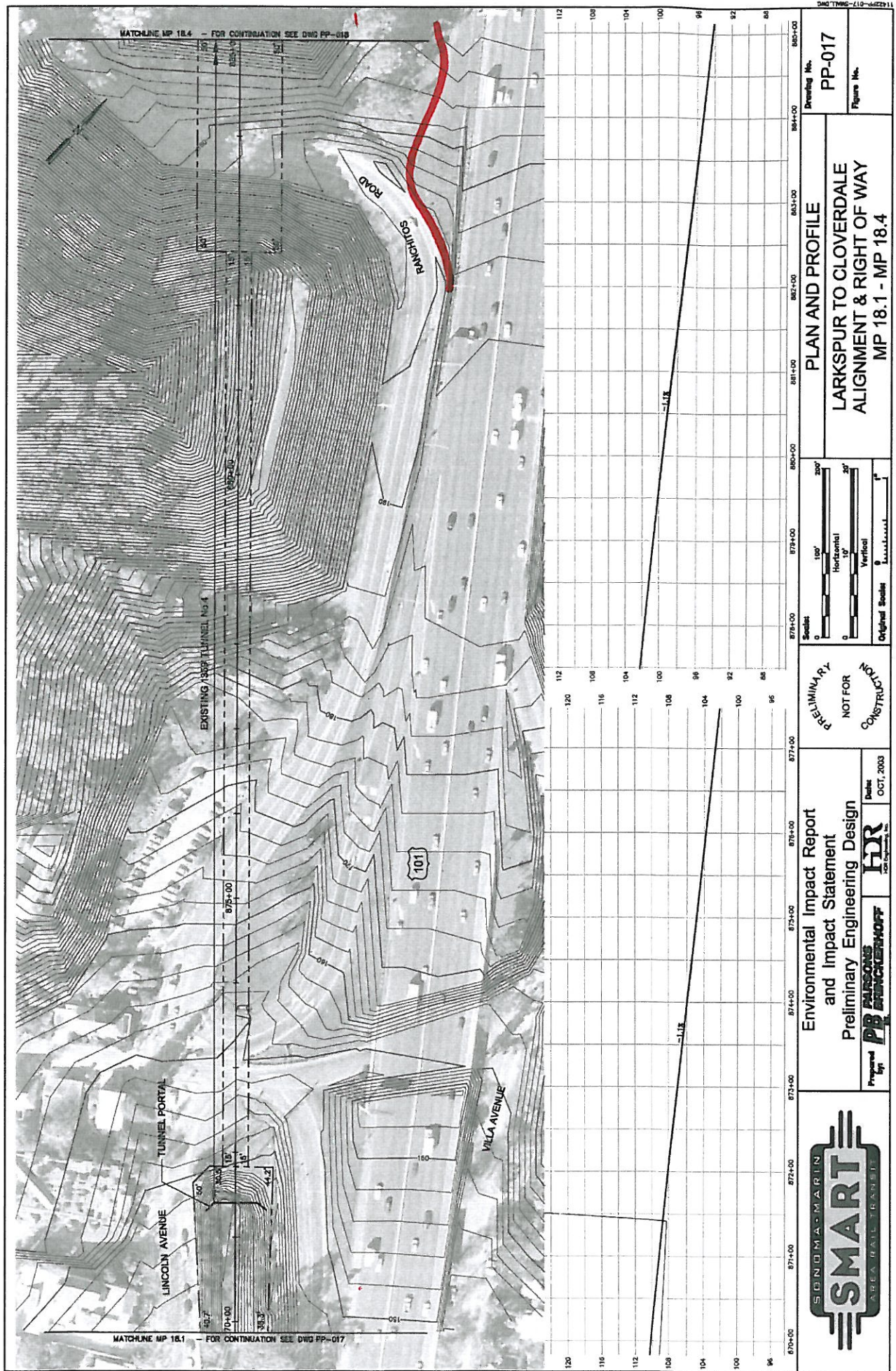
Description of Original Phase 2 Segments

- **Segment 1:** Andersen to Irwin (Approximately MP 16.0 to 16.7) – move the pathway alignment to the east side of the tracks on the edge of the SMART right of way (ROW) to facilitate connections with other sections of the pathway. Due to the narrowness of the ROW (50 feet) and the presence of existing siding tracks along this segment, the pathway would likely be entirely off the ROW and would require an additional strip of property on the east side. NOTE: An alternative is to locate the Phase 2 pathway on the west side over a new culvert to take advantage of more available ROW. However, the tidal channel there makes this alternative very difficult from a permitting standpoint.

North of Irwin there is no room on the east side due to a Caltrans on ramp only 10 feet from center of track. Due to the complexity of the area and the currently undefined realignment of W. Francisco Blvd., the pathway north of Irwin may have to be a Class 2 within the realigned W. Francisco Blvd.

- **Segment 2:** Top of Puerto Suelo Hill to North San Pedro Road (Approximately MP 18.4 to 18.7) – move this segment to Phase 1 instead of what was assumed in the SMART FEIR for Phase 1 (Los Ranchitos Rd connecting on existing Class I pathway to Merrydale, which is an existing road). Phase 2 plans call for the pathway, as a Class I pathway, to go from the top of Puerto Suelo Hill northward along Los Ranchitos Road as it does now, but instead of turning toward Merrydale road, the pathway would wind its way on a new route that heads toward the north portal of the SMART tunnel in a series of switchbacks to descend approximately 100 feet in elevation from the top of the hill to the level of the track north of the portal on the east side of the track. Additional property is likely needed for this segment. The construction of this portion of the pathway will require retaining walls and engineering to address the steep slope.
- **Segment 3:** North Hamilton Parkway to Roblar Drive (MP 24.2 to 24.4) – rather than the proposed Class II pathway on the road outside of the ROW, move segment to the east side of the ROW for the entire section. The ROW is 50 feet wide along this segment and the railroad embankment is much higher than the surrounding adjacent land. Therefore, the pathway would probably need to be partially outside the ROW on private property. On the east side of the track, there are wetlands and other sensitive sections. South of Roblar Drive, on the east side, the pathway would pass by mobile homes located next to the SMART right of way.

- **Segment 4:** Novato South Station to Frosty Lane (MP 24.6 to 25.3) – move to Phase 1 and study acquisition of ROW strip. Although the Novato South station will not be constructed near Bel Marin Keys Boulevard, the pathway could proceed through the station site northward. The pathway under Bel Marin Keys Boulevard would have to go up in elevation and be retained (retaining wall) to avoid the clearances of the track and abutments of the overhead structure. Where the pathway leaves the Bel Marin Keys Boulevard structure, the pathway could stay within the SMART ROW to MP 25. For the next 1500 feet, the SMART ROW may be too narrow to accommodate the pathway and additional property would need to be procured.
- **Segment 5:** Hannah Ranch Road to south end of Rowland Boulevard (MP 25.9 to MP 26.2) – Implement existing recommendation for Phase 2 pathway on the west side and new pathway bridge at MP 26.1. The width of the ROW is sufficient to accommodate the pathway from Hannah Ranch Road to the current end of Rowland Boulevard. Assuming the pathway is on the west side of the track, there could be issues with the cut in the hillside (approx. 200 feet long) and approximately 125 feet of wetland.
- **Segment 6:** Rush Creek Place to Novato North Station (MP 28.5 to 28.9) – the original proposed routing is to cross over and follow Redwood Boulevard to Atherton Avenue to the Novato North Station (west side of railway on Class II paths). The requested alternative is to remain on the east side of the ROW partially on or adjacent to the ROW (land appears to be CalTrans property). This alignment will require shoulder cuts under the Atherton Avenue and Hwy 101 overpasses on the east side of the ROW. This alignment would eliminate two ROW crossings. The ROW is only 50 feet wide, so additional property would be required. Having the pathway on the east side of the track would be a concern, as the Novato North Station is on the west side. It would require a new public crossing.
- **Segment 7:** Novato North Station to MP 30.0 – keep the pathway on the east side of the ROW through the Novato North Station between the ROW and Binford Rd until reaching the buildings at approximately MP 29.3. From there the path would be between the buildings and the ROW. The path would stay on the east side of the ROW to the alignment determined for the Novato Narrows project, which is still being planned by Caltrans. The ROW is only 50 feet wide, so additional ROW would be needed to place the pathway adjacent to it. Also, the trackbed is on an embankment and the adjacent track ditches may be a considered wetlands (with possible tidal influence).



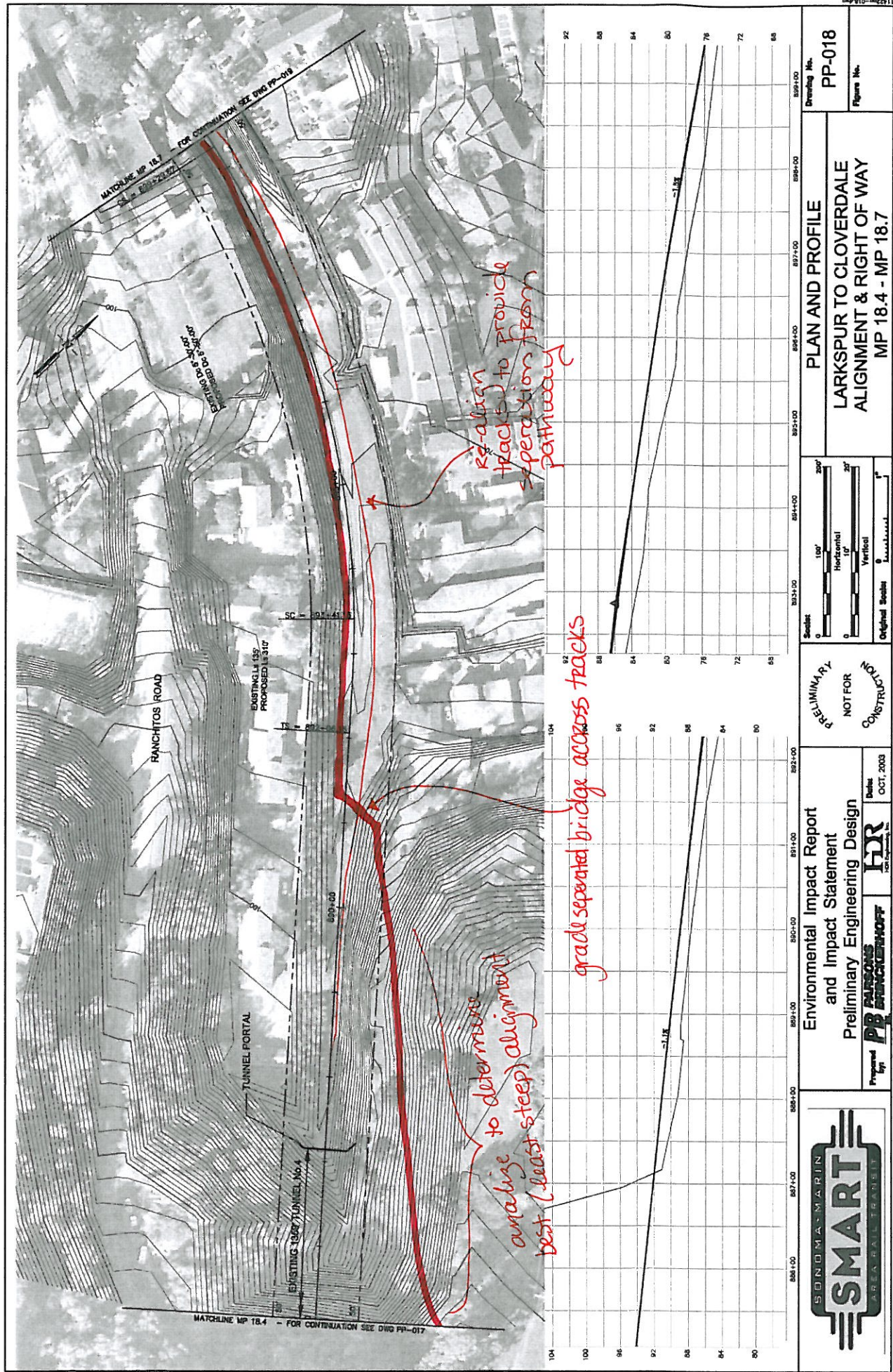
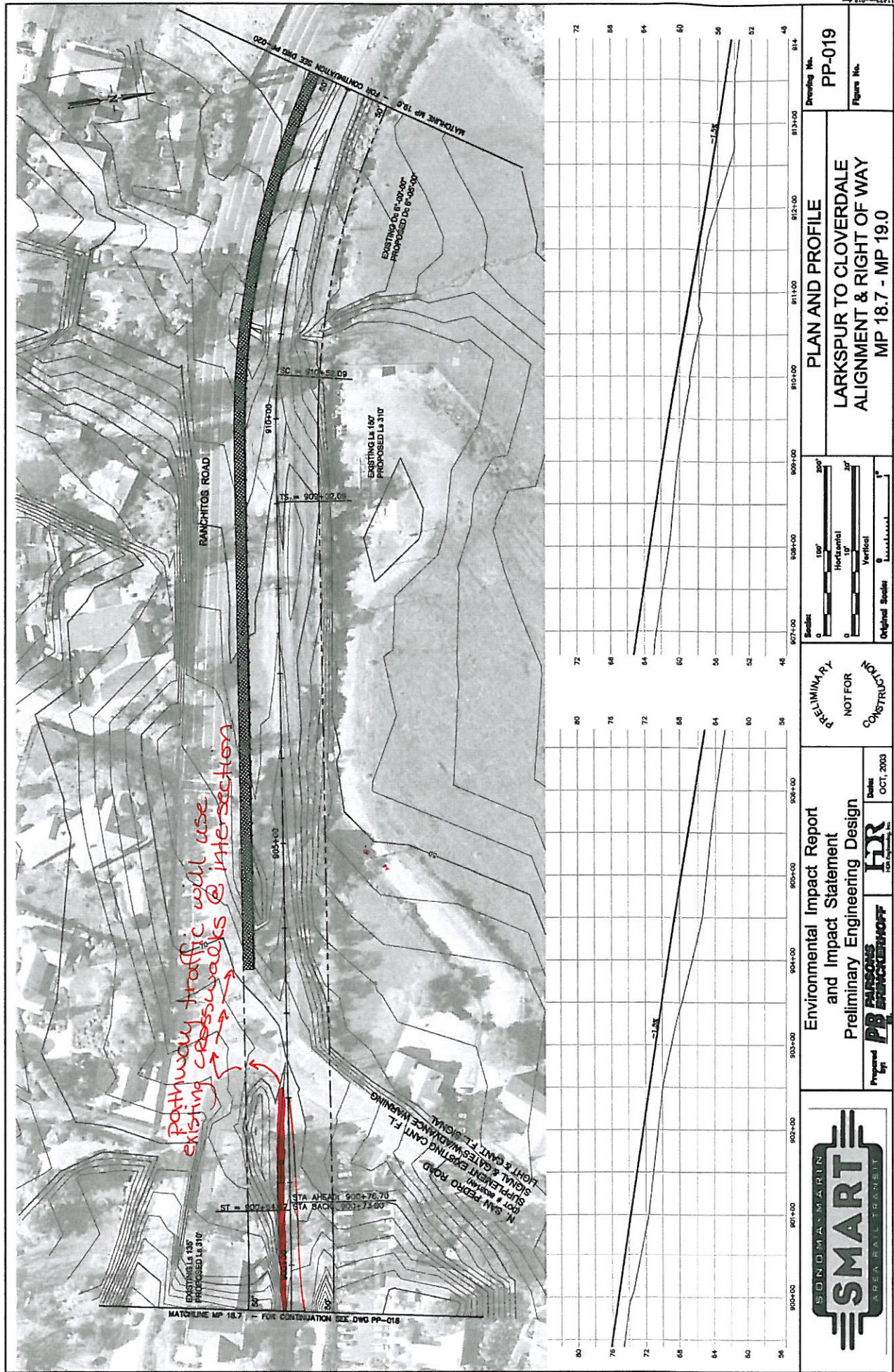


EXHIBIT "B" - April 6, 2021
EXHIBIT "E"



April 6, 2021

Ms. Joanne Parker
Programming and Grants Manager
SMART
490 Mendocino Avenue, Suite 102
Santa Rosa, CA 95425
jparker@sonomamarintrain.org

Dear Joanne:

Thank you for all you do for SMART to identify and secure funding to advance the SMART Pathway component of the Larkspur to Cloverdale rail and pathway system. Thank you and Bill Gamlen as well for taking the time to meet with the Sonoma County Bicycle Coalition, the Marin County Bicycle Coalition, and Transportation Alternatives for Marin (TAM) on Wednesday, March 24, 2021. The meeting was constructive and much appreciated.

TAM has worked with the Rails to Trails Conservancy (RTC) since 2003. The RTC are experts in acquisition of federal funding among other rail-trail matters. Last week the RTC hosted a webinar on the application process for Congressional Member-designated projects happening now in the U.S. House of Representatives. I expect you are already familiar with this process.

Based on the information from the RTC webinar, it appears that SMART is in a strong position to request an earmark through Congressman Huffman's office for the segments of the SMART Pathway outlined in Exhibit "A" to this letter. SMART has NEPA environmental clearances for the three segments. SMART already has 20% engineering for the three segments. Building the three segments would connect most of the SMART Pathway through Novato, Marin's 2nd largest city, and enhance last-mile access in the 2nd largest city along the rail line in Marin.

SMART's 2014 Strategic Plan delineates the criteria to prioritize building SMART Pathway segments that provide:

- Critical access to SMART stations
- Have high potential use
- Provide critical access across geographic and physical barriers
- Bridge gaps between existing pathway segments

The three segments in Exhibit "A" meet all of the above criteria. As well, building these three segments completes a major section of the overall SMART Pathway system and sets up the SMART Pathway in Marin County for completion. Since these SMART

Ms. Joanne Parker

April 6, 2021

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Pathway segments meet all of the above SMART criteria and the federal earmark criteria, these segments present a prime opportunity for SMART to apply for funding under the federal earmark program.

As you know, Congressman Huffman sits on the Transportation and Infrastructure Committee, which is currently discussing a federal Infrastructure Plan. TAM believes that if Congressman Huffman accepts SMART's application and makes a request for an earmark, and the federal government passes an Infrastructure Plan, there is a good possibility for SMART to receive such an earmark.

The Rails to Trails webinar emphasized that a minimum of 20% local-match funds is still necessary for earmarks, and the higher the amount of the local-match, the more competitive the given earmark application. To be optimally competitive, we recommend that SMART provide a 50% local-match in its earmark application. Given the eligibility of the three Pathway segments under the federal government's earmark criteria, including a significant continuation of an overall system, a 50% local-match would optimize the success of SMART's earmark application.

If there is any other way that TAM can support such an application for an earmark for the three segments of the SMART Pathway shown in Exhibit "A," please let us know and we will do all within our power to support such an effort.

Thank you again for the grant funding you have brought in for the SMART Pathway. We look forward to working with you to maximize opportunities to realize the Pathway portion of SMART's planned 70-mile Larkspur to Cloverdale rail and Pathway system, and complete a major element of Marin's and Sonoma's vision for integrated, multi-modal sustainable mobility.

Respectfully,



Patrick Seidler
President

EXHIBIT "C"

SMART Pathway Segment Summary - UPDATED April 2021

DRAFT

EXHIBIT "A"

Proposed Earmark request for the 2021 Federal Infrastructure reauthorization

Seg No.	Location Descriptions		Distance (miles)	MP	Environ-mental Clearance**	Engineering	Permits & Wetland Mitigation	Estimated Segment Costs			Funding	Environmental & Design Status		
	Start	End						Real Estate	Construction	Non-Construction Contingency		CEQA Clearance	NEPA Status	Design Status
6	State Access Rd.	Bay Trail	1.4	23.7 - 25.55	\$114,127	\$570,636	\$439,674	\$25,000	\$4,184,664	\$103,531	\$5,437,632	TBD	Complete	20%
7	Hannah Ranch Road	Rowland Blvd. (South)	0.38	25.85 - 26.22	\$87,870	\$298,758	\$226,740	\$5,000	\$1,933,140	\$326,432	\$2,877,940	TBD	Complete	20%
9	Rowland Blvd. (North)	No. Side Novato Cr.	0.64		\$0	\$303,926	\$304,272	\$30,000	\$2,785,992	\$63,820	\$3,488,010	TBD	Complete	20%
	Unbuilt Segments (*) Sub Total \$ =		1.78		\$201,997	\$869,394	\$666,414	\$30,000	\$6,117,804	\$429,963	\$8,315,572			
	Unbuilt Segments (*) Sub Total \$ =		2.42		\$201,997	\$1,173,320	\$970,686	\$60,000	\$8,903,796	\$493,783	\$11,803,582			



This document is an extract from SMART's Pathway Segment Summary - UPDATED March 2021 DRAFT



MARIN COUNTY BICYCLE COALITION

April 6, 2021

Board of Directors
Sonoma-Marín Area Rail Transit
5401 Old Redwood Highway, Suite 200
Petaluma, CA

Re: Agenda Item #8, Capital Improvement Plan and Funding Opportunities FY 2022 - FY 2031

Chair Rabbitt and Members of the SMART Board of Directors,

The next two meetings of the SMART Board represent a crucial decision point for the organization, as it shows the system's riders and the taxpayers of Marin and Sonoma what its priorities are for the coming years. An ambitious project, a commuter rail line with a parallel trail, SMART has achieved real success. With trains now running between Santa Rosa and Larkspur Ferry, SMART has created a viable alternative to Highway 101 for thousands of riders and provides a transit alternative for those without easy access to cars.

However, on the parallel promise laid out in Measure Q, passed by the voters in 2008, that of a "bicycle/pedestrian pathway between Cloverdale in Sonoma County and Larkspur in Marin County," there remains much to be desired. While substantial parts of the pathway *have no doubt have been built*, a pathway is only as good as its gaps. Imagine if the rail line had as many gaps as the pathway currently does. If that were the case, riders traveling from Downtown Novato to the Civic Center Station would have to exit the train and board a bus three(!) times. No doubt that would affect the transit experience, and yet this is the reality that riders of the pathway must contend with.

Because of the lackluster progress on the pathway over the course of a decade and significant skepticism on the part of our membership, MCBC opted not to endorse Measure I in March of 2020, despite campaigning heavily for Measure Q in 2008. In order to win back the support of the bicycling community, MCBC urges SMART to recommit to the pathway.

This would be accomplished by devoting a significant amount of the capital budget to pathway design, permitting and construction. If people feel that real progress is being made on the pathway, and that SMART is truly committed to its dual role as a rail *and* pathway agency, there is little doubt in our mind that many of the voters who sat on the sideline during the Measure I campaign will come home.

What does this commitment look like? The Board is currently faced with over a billion dollars in potential spending and only \$58 million available through FY29, assuming successful leveraging of grants. Given the funding available, none of the identified spending would have so noticeable an impact as closing key gaps in the pathway. In service of this, **MCBC urges SMART to allocate \$4M/year over the next 5 years** to advance the unbuilt segments to design, and obtain the necessary permitting and environmental clearances. Ideally, this will allow many of the segments to qualify for now-more-readily-available state and federal grants. However, recognizing that some of the remaining segments are located in areas not competitive for grant funding, SMART may have to spend some of its own money for construction. To that end, **MCBC asks for the additional goal of one (1) completed project segment in Marin per year for the next four years.**

In choosing the segments to be prioritized, SMART should look for gaps between existing pathway which result in riders needing to take high-stress detours. The three existing gaps that MCBC views as the highest priority are, in order:

1. State Access Road to Bay Trail (Between Hamilton Station and SR-37 Interchange)
2. Hannah Ranch Road to Vintage Way (Between SR-37 Interchange and the planned Costco Pathway)
3. Vintage Way to No. Side Novato Creek (between planned Costco Pathway and existing SMART Pathway leading to Downtown Novato Station)

These gaps, if closed, would create a seamless pathway between San Marin and Hamilton Stations, a distance of over five miles through the County's second-most-populated city.

In closing, I want to thank SMART staff for involving MCBC, Sonoma County Bicycle Coalition, and Transportation Alternatives for Marin in the segment prioritization process. This sort of transparency is much appreciated and is crucial to establishing trust and goodwill among the agency's bicycle-riding constituency. SMART has done its job in building a train in the initial operating segment – it's time to do the same with the pathway.

Sincerely,



Warren Wells
Policy & Planning Director