

## Board of Directors Meeting: July 21, 2021 – Public Comments

Date	Name	5. Public Comment on Non-Agenda Items
7/18/2021	Don Maxon	See attachment
7/20/2021	Mike Arnold	See attachment
Date	Name	6. Consent
		<ul style="list-style-type: none"> <li>a. Accept Monthly Ridership Report – June 2021</li> <li>b. Approve a Resolution and Authorize the Board Chair to Execute the Agreement with International Brotherhood of Teamster, Local Union Number 665 for the period of July 8, 2021 to June 30, 2022</li> <li>c. Approve a Resolution Implementing Cost-of-Living Increase for Unrepresented Employees for Fiscal Year 2021-22</li> <li>d. Approve a Resolution Authorizing the General Manager to execute Contract Amendment No. 4 to Contract No. CV-PS-19-001 with GHD, inc. for Engineering Design and Support Services - Additional Vehicular Traffic Signal Design at the At-Grade Crossings for an amount of \$65,801 and increasing the overall total contract amount to \$1,306,143</li> </ul>
		None
Date	Name	7. Authorize the General Manager to Award contract FN-PS-21-002 to Sierra-Cedar, LLC for as-needed Oracle ERP Software consultation and support services with a not-to-exceed amount of \$75,000 for FY 2022, \$100,000 for FY2023, and \$100,000 for each option year
		None
Date	Name	8. Status Report on Freight and Related Activities ( <i>Information</i> )
		None

**From:** [Don Maxon](#)  
**To:** [Leticia Rosas-Mendoza](#)  
**Subject:** Comment on Agenda Item #9 - SMART Capital Improvement Plan  
**Date:** Sunday, July 18, 2021 11:33:08 AM

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Chair Rabbitt and Members of the SMART Board,

I am writing to express my strong support for the staff's recommendation to advance all unbuilt segments of the SMART pathway to shovel-ready status. However, since people cannot ride or walk on a pathway that is merely shovel-ready, I urge the Board to set a goal of opening one segment of pathway in Marin per year starting in 2022, which might require SMART to use its own money on construction.

This commitment would both fulfill the initial promise of the agency, and increase the electoral chances of a future ballot initiative. The best thing SMART can do to win the trust of the bicyclists and voters of Marin is to finish the pathway.

Thank you very much for your time and consideration.

Don Maxon

San Rafael, CA

Sent from [Mail](#) for Windows 10

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To: David Rabbit, SMART Chair and SMART Board Members; Heather McKillop  
From: Mike Arnold  
Subject: Ridership Forecast Provided the MTC Programming and Allocations Committee  
Agenda Item #5: Comment on Non-Agenda Items  
Date: July 14, 2021

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The MTC's Programming and Allocations Committee has met to decide how to allocate \$1.7B from the American Rescue Plan (ARP). As part of the process every transit agency reported actual, estimated and forecast ridership and it was circulated in a memo to the Programming and Allocations Committee members.

As part of my continuing effort to inform the public and Board on how SMART has performed and is expected to perform, I have constructed the table below (next page) from information that was provided in the staff memo to the Committee. (Bus agencies have been combined in Sonoma, Contra Costa, and Solano counties.)

Three conclusions can be drawn from the table.

- 1) SMART staff provided a forecast of ridership for this fiscal year to the MTC. While no ridership forecast was provided to the public or Board as part of the budget presentations, the forecast indicates that ridership is expected to remain significantly below pre-pandemic levels throughout this fiscal year. As indicated in the table, this forecast is a bit more pessimistic than the average forecast for all agencies in the region.
- 2) SMART staff also provided a forecast of ridership for FY 2022/23 as did the other agencies. A comparison indicates SMART staff assumes ridership will return to the levels preceding the pandemic. No other agency expects ridership to return to pre-pandemic levels in FY 2023.
- 3) The last column provides the calculation of the assumed growth in ridership on a percentage basis between this fiscal year and next fiscal year. SMART staff is assuming ridership will grow by 200% during this period. Most other agencies assume ridership will continue to increase next fiscal year, but not nearly as much as SMART staff has forecast. For instance, the next biggest forecast is for an increase of 98% (by Caltrain).

**Annual Ridership in Millions of Riders per Year**

Agency	Annual Ridership		Est	Forecast		% Δ vs FY2019			% Δ vs FY2022 to FY 2023
	FY 2019	FY 2020	FY2 021	FY 2022	FY 2023	FY 2021	FY 2022	FY 2023	
SFMTA	223.3	170.6	58.4	117.5	169.4	-73.9	-47.4	-24.2	44.1
BART	118.1	83.7	15.6	42.8	78.4	-86.8	-63.7	-33.6	83.0
AC Transit	54.1	45.2	21.0	30.5	39.5	-61.2	-43.6	-26.9	29.5
VTA	36.0	28.4	12.1	19.1	29.9	-66.5	-47.0	-17.0	56.5
Caltrain	18.2	14.1	1.2	6.2	12.2	-93.5	-66.1	-32.8	98.5
SamTrans	13.9	11.1	4.9	8.4	12.0	-65.1	-40.0	-13.8	43.6
Con Cost Co Buses <sup>1</sup>	6.6	5.5	2.4	3.5	3.9	-64.1	-47.2	-40.9	11.8
GGBHTD	5.6	4.0	0.7	2.1	3.0	-86.7	-62.0	-46.6	40.7
Sonoma Co. Buses <sup>2</sup>	3.2	2.6	1.3	2.0	2.5	-59.6	-38.0	-20.0	29.0
Marin Transit	3.1	2.5	1.5	1.9	2.5	-52.5	-37.7	-20.0	28.5
Solano Co Buses <sup>3</sup>	2.9	2.1	0.8	1.2	1.6	-72.2	-59.2	-46.2	32.0
ACE	1.5	1.1	0.2	0.5	0.8	-89.8	-70.1	-50.0	67.4
NVTA	1.1	0.8	0.3	0.5	0.7	-72.3	-52.5	-32.4	42.4
<b>SMART</b>	<b>0.7</b>	<b>0.6</b>	<b>0.1</b>	<b>0.2</b>	<b>0.7</b>	<b>-83.2</b>	<b>-66.4</b>	<b>0.7</b>	<b>200.0</b>
Other <sup>4,5</sup>	5.0	4.0	0.8	2.5	1.6	-85.0	-50.2	-69.2	-38.2
<b>Grand Total</b>	<b>493.3</b>	<b>376.2</b>	<b>121.1</b>	<b>238.8</b>	<b>358.6</b>	<b>-75.5</b>	<b>-51.6</b>	<b>-27.3</b>	<b>50.1</b>

**Notes:**

1. Sonoma Co. Buses= Petaluma, Santa Rosa, and Sonoma Co.
2. Solano Co Buses = FAST, Vacaville and Solano Co.
3. Contra Costa Buses= CCCTA, ECCTA, and WestCAT
4. Other = LAVTA, Union City, and WETA
5. WETA did not provide a forecast for FY 2023 and that is why “Other” is showing -38.2% in the last column