

Board of Directors Meeting: August 16, 2023 – Public Comments

Date	Name	2. Approval of July 19, 2023 Board Meeting Minutes
		None
Date	Name	5. Public Comment on Non-Agenda Items
		None
Date	Name	6. Consent a. Accept Monthly Ridership Report – July 2023 b. Approve a Resolution Authorizing the General Manager to execute Change Order 002 to Contract No. FR-BB-22-004 with Koppers Railroad Structures to provide services for the Brazos Branch Timber Bridge Repairs Phase 1 Project Inc. for an amount of \$20,852 and a total contract amount of \$1,297,235
8/15/23	Mike Arnold	Attached
Date	Name	7. Approve a Resolution Authorizing the General Manager to Execute Contract Amendment No. 2 with CSW/Stuber-Stroeh Engineering Group, Inc. (CSW/ST2) to provide professional services in civil systems engineering design for an amount of \$382,800 and a total not-to-exceed of \$1,682,819 and extend the contract through December 31, 2024 – <i>Presented by Aaron Parkes</i>
		None
Date	Name	8. Review and Approve responses to the Marin County Civil Grand Jury Finding Report, dated June 22, 2023, entitled “SMART at a Crossroads – Here Today, Gone Tomorrow – <i>Presented by General Manager Cumins</i>
		None
Date	Name	9. Closed Session - Conference with Legal Counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a); Number of Cases: Two (2); Felimon Hernandez, et al. v. Sonoma-Marin Area Rail Transit District (SMART) – United States District Court for the Northern District of California – CIV No. 4:321-CV-01782; and Dennis Muelrath, et al. v. Sonoma-Marin Area Rail Transit District (SMART) – Sonoma Court of California, Count of Sonoma – SCV-271787
		None

To: Eric Lucan, SMART Chair and SMART Boardmembers; Eddy Cumins
 From: Mike Arnold
 Subject: Comment on Ridership Report: Agenda Item #6a
 Date: August 15, 2023

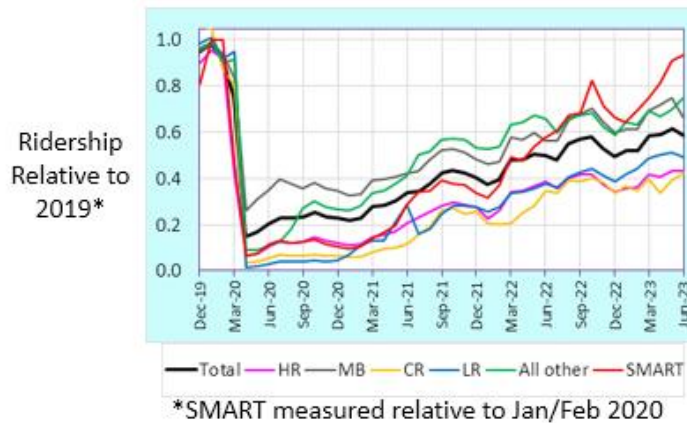
Which graph below of SMART’s ridership provides full information to the public regarding SMART’s ridership?

Is it Graph 1? This shows that monthly ridership is now nearing the pre-pandemic peaks of January and February 2020. It also shows, based on this metric, SMART is doing better than other operators in the Bay Area.

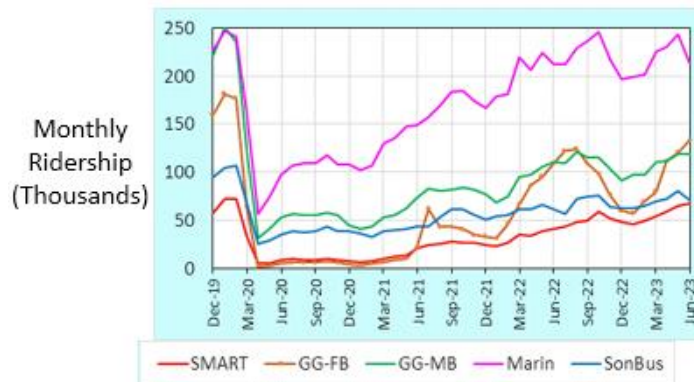
Or, is it Graph 2? This graph shows the number of boardings on the North Bay transit operators serving Marin and Sonoma counties. Based on this metric, SMART ridership is much smaller than other operators in the region when the three Sonoma bus services are aggregated.

My answer is that both are relevant to fully disclose to the public what is occurring with transit use in the North Bay. I recommend that monthly ridership reports include both metrics.

Graph 1. SMART’s Ridership Relative to Pre Pandemic vs. Others in SF Bay Area



Graph 2. Monthly Boardings of North Bay Transit Operators



*SonBus is the aggregation of Petaluma, Sonoma Co, and Santa Rosa bus riders.