

## Board of Directors Meeting: October 19, 2022 – Public Comments

<b>Date</b>	<b>Name</b>	<b>2. October 5, 2022 – Board Minutes</b>
		<b>None</b>
<b>Date</b>	<b>Name</b>	<b>5. Public Comment on Non-Agenda Items</b>
		<b>None</b>
<b>Date</b>	<b>Name</b>	<b>6. Consent</b>
		<b>a. Accept Monthly Ridership Report – September 2022</b>
10/18/22	Mike Arnold	Attached
<b>Date</b>	<b>Name</b>	<b>7. Authorize the General Manager to Award Contract No. IT-PS-22-002 with Militus, Inc. to provide Cybersecurity and Network Threat Analysis and Assessments for SMART in an amount of \$120,000 for the initial term of three years – Presented by Ryan Brumley</b>
		<b>None</b>
<b>Date</b>	<b>Name</b>	<b>8. Authorize the General Manager to Award Contract No. OT-PS-22-001 to Khouri Consulting, LLC to provide State Legislative Advocacy Services for SMART in an amount of \$120,000 for Year 1, \$120,000 for Year 2, \$120,000 for Year 3, \$126,000 for Optional Year 4, and \$126,000 for Optional Year 5 – Presented by Ken Hendricks</b>
		<b>None</b>
<b>Date</b>	<b>Name</b>	<b>9. Approve a Resolution Amending the Fiscal Year 2023 Annual Budget for increased appropriation of \$14,100,000 for the completion of the construction of a second Petaluma SMART Station at Corona Road, Petaluma – Presented by Heather McKillop</b>
		<b>None</b>
<b>Date</b>	<b>Name</b>	<b>10. Approve SMART Field Trip Program for Youth in Grades K-12 School Groups – Presented by Emily Betts</b>
		<b>None</b>

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<b>Date</b>	<b>Name</b>	<b>11. Bicycle and Pedestrian Counters on Segments of the Multi-Use Pathway (Information/Discussion) – <i>Presented by Emily Betts</i></b>
		<b>None</b>
<b>Date</b>	<b>Name</b>	<b>12. Closed Session</b> <b>a. Conference with Board of Directors Regarding Reappointment of General Counsel (Labor Negotiations) – Pursuant to California Government Code Section 54957.6</b> <b>Agency Designated Representative: General Manager / Board of Directors’ Chair</b> <b>Employee: General Counsel – Unrepresented</b>  <b>b. Conference with General Manager Cumins, pursuant to California Government Code Section 54956.8 regarding Real Estate Property Negotiations</b> <b>Property: APN’s: 007-153-014 through 007-153-018</b> <b>D Street and Lakeville, Petaluma</b> <b>Negotiating Parties: General Manager Cumins – Petaluma Riverfront LLC</b>
		<b>None</b>

To: David Rabbit, SMART Chair and SMART Boardmembers; Eddy Cumins  
From: Mike Arnold  
Subject: Agenda Item #6A: Comments on September Ridership Report  
Date: October 19, 2022

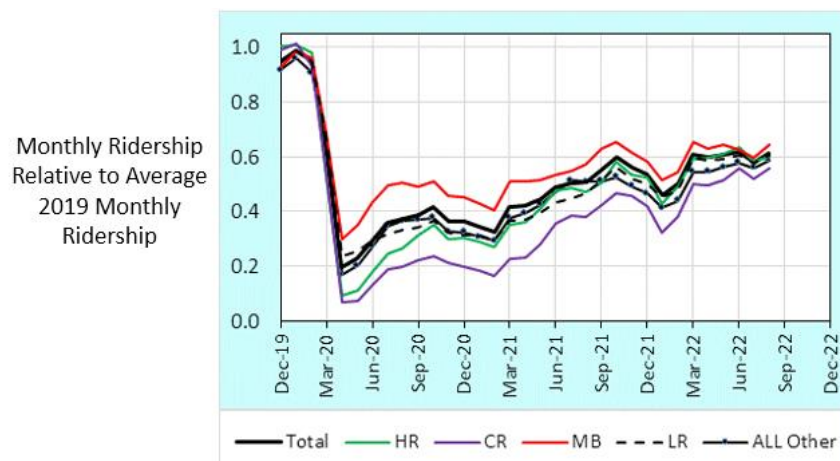
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Staff has provided SMART ridership data for September. This technical comment is provided in order to inform interested participants in SMART's performance relative to other transit operators in the nation, SF Bay Area, and the North Bay (i.e., Sonoma and Marin counties). Data for comparisons is from the National Transit Database. This database has a one month lag, so comments are based on comparisons through August, 2022.

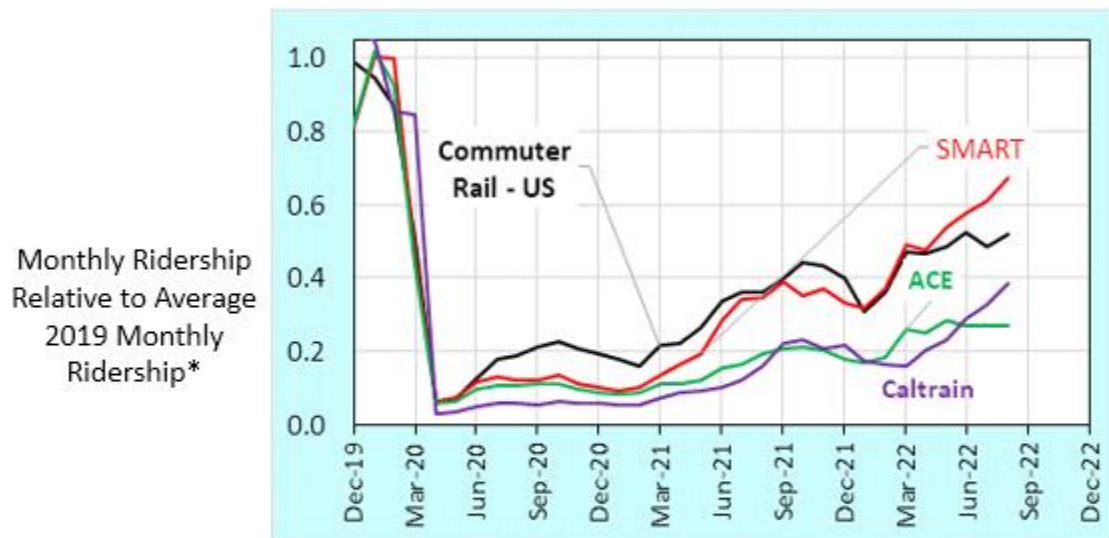
### Preliminary Conclusions

1. SMART's return of ridership is doing better than the average commuter rail system in the nation. It is performing relatively well, but other operators are doing better relatively.
2. Transit ridership is returning to most, but not all, transit operators in the SF Bay Area, with rail serving San Francisco and the south bay particularly challenged.
3. The transit ridership lag to downtown San Francisco is indicated by BART's relatively worse ridership performance statistics.
4. Bus riders have returned more than commuter rail riders, but there are exceptions. In Marin and Sonoma counties *relatively* more riders have returned to local buses, particularly Marin County Transit. Bus ridership into San Francisco via GGBH&TD buses is definitely not returning as robustly as ridership is within county bus trips.
5. GGBH&TD ferry ridership has performed slightly better than ridership on the district's buses. Since the district's revenue stream is challenged by the decline in auto tolls across the bridge, ferry frequencies and the connectivity to SMART train arrival and departure times are likely to limit the number of SMART passengers seeking a convenient transfer to the ferry at Larkspur. The last graph in the comment is from data provided by the Bridge District.

### National Transit Ridership Trends by Transit Mode

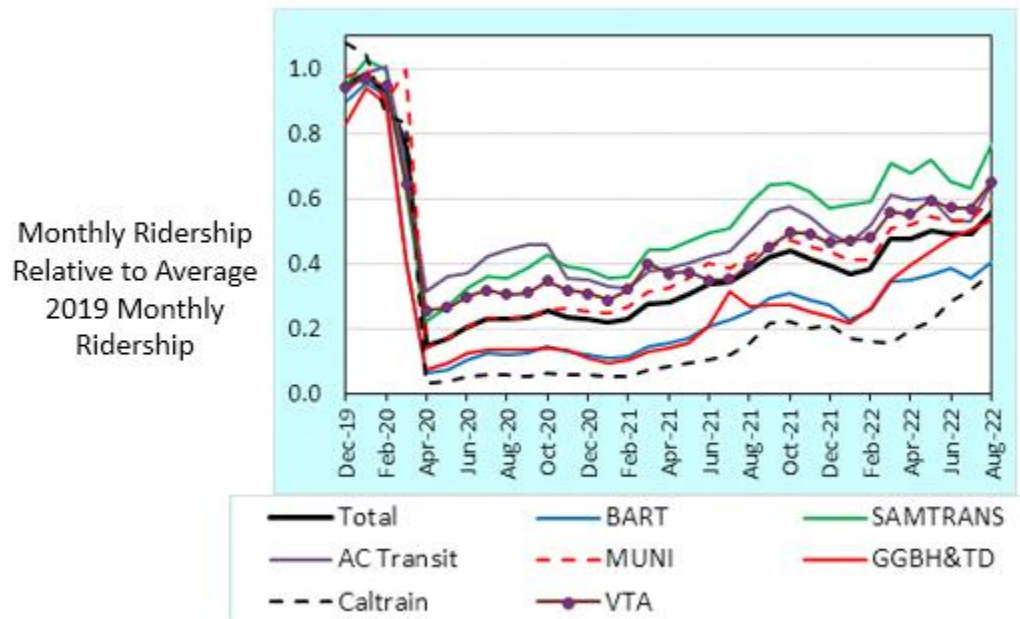


## National Commuter Rail Ridership vs SMART, ACE Train and Caltrain

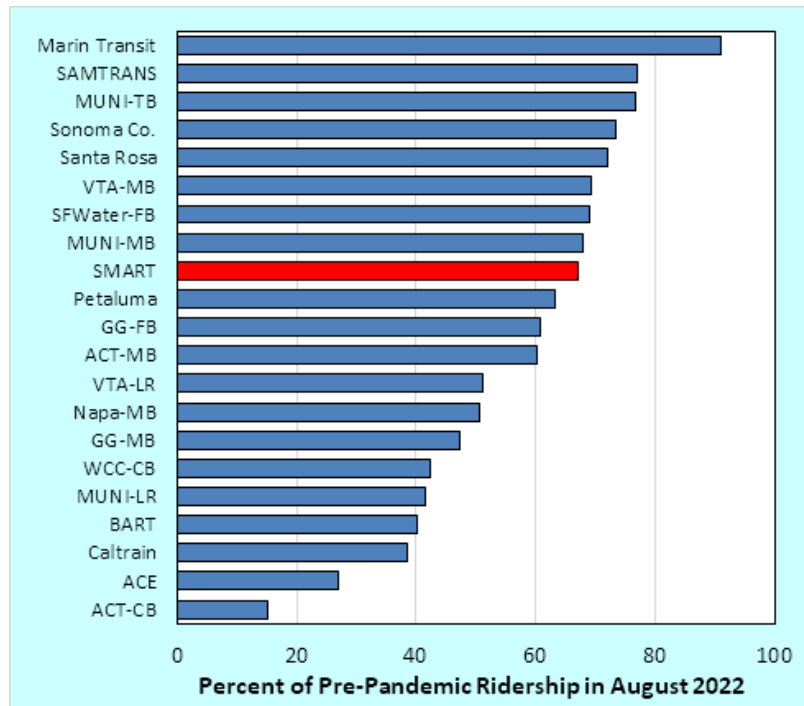


\*SMART is measured relative to the Jan/Feb 2020 average because of the expanded service to Larkspur

## Large Transit Operators in the SF Bay Area

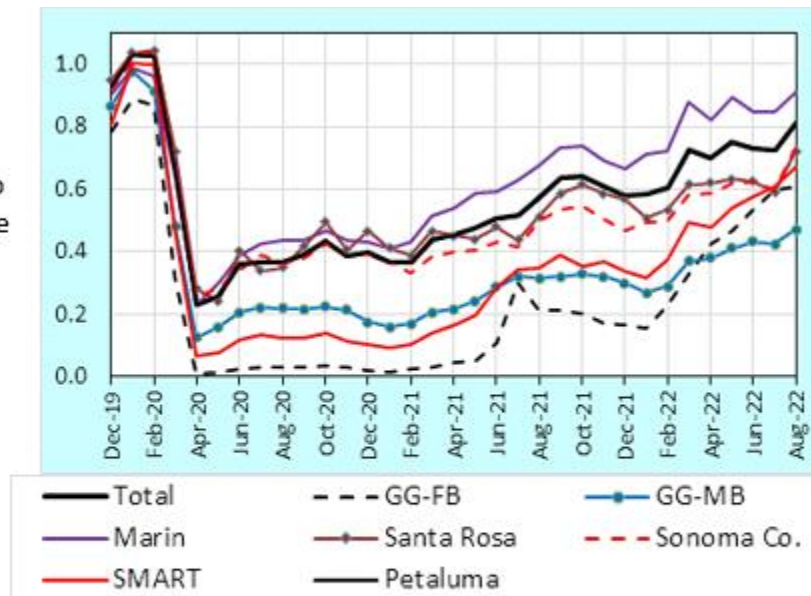


## Percentage of Pre-pandemic Ridership as of August 2022 for SF Transit Operators



## North Bay Transit Operators

Monthly Ridership  
Relative to Average  
2019 Monthly  
Ridership\*



\*SMART is measured relative to the Jan/Feb 2020 average because of the expanded service to Larkspur. GGBH&TD bus and ferry ridership is not included in the total.

## Southbound Golden Gate Bridge Crossings

Avg. Weekly  
Southbound  
Crossings (000)



Gaps in series are missing observations in the data provided by the GGBH&TD