



**BOARD OF DIRECTORS
MEETING AGENDA
July 15, 2020 – 1:30 PM**

**IN ACCORDANCE WITH GOVERNOR’S EXECUTIVE ORDERS N-25-20 AND N-29-20
THE SMART BOARD OF DIRECTORS MEETING WILL BE HELD VIRTUALLY**

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

[ZOOM TELECONFERENCE INSTRUCTIONS](#)

PUBLIC COMMENT PRIOR TO MEETING:

If you wish to make a comment you are strongly encouraged to please submit your comment by 5:00 p.m. on Tuesday, July 14, 2020 at

<https://www.surveymonkey.com/r/SMARTBoardComments>

PUBLIC COMMENT DURING THE MEETING:

The SMART Board Chair will open the floor for public comment during the Public Comment periods on the agenda. Please check and test your computer settings so that your audio speaker and microphones are functioning. Speakers are asked to limit their comments to two (2) minutes. The amount of time allocated for comments during the meeting may vary at the Chairperson’s discretion depending on the number of speakers and length of the agenda.

1. Call to Order
2. Approval of the June 17, 2020 Board Minutes
3. Board Member Announcements
4. General Manager’s Report
5. Public Comment on Non-Agenda Items

Consent Calendar

- 6a. Approval of Monthly Financial Reports
- 6b. Accept Monthly Ridership Report - June 2020
- 6c. Approval of Netwoven, Inc. Contract Amendment No. 1

Regular Calendar

7. Authorize the General Manager to Issue a Purchase Order with Bearing Engineering Company for 96 Train Wheelset Components (Journal Bearings) in the amount of \$165,468.80
8. Review and Provide Guidance on SMART's Projects and Commitment Letters for the Regional Transportation Plan - Plan Bay Area 2050
9. Discuss Board Activities Related to SMART's Next Sales Tax Extension
10. Next Regular Meeting of the Board of Directors, August 5, 2020 – 1:30 PM
11. Adjournment

DISABLED ACCOMODATIONS:

Upon request, SMART will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, service or alternative format requested at least two (2) days before the meeting. Requests should be emailed to Leticia Rosas-Mendoza, Clerk of the Board at lrosas-mendoza@sonomamarintrain.org or submitted by phone at (707) 794-3072. Requests made by mail SMART's, 5401 Old Redwood Highway, Suite 200, Petaluma, CA 94954 must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.



**BOARD OF DIRECTORS
REGULAR MEETING MINUTES
June 17, 2020- 1:30 PM**

**IN ACCORDANCE WITH GOVERNOR'S EXECUTIVE ORDERS N-25-20 AND N-29-20
THE SMART BOARD OF DIRECTORS MEETING WILL BE HELD VIRTUALLY**

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

1. Call to Order

Chair Lucan called the meeting to order at 1:30pm. Directors Connolly, Fudge, Garbarino, Hillmer, Naujokas, Pahre, Phillips, Rabbitt, Rogers and Zane were present; Director Arnold absent.

2. Approval of the June 3, 2020 Board Minutes

General Manager Mansourian would like the May 20th and June 3rd Board meeting minutes to reflect the following: According to our freight operator, Lagunitas asked NWPCo to design and build a spur to serve their property in Petaluma. They spent \$200,000 designing the spur, however before construction began Lagunitas changed their mind and asked NWPCo not to build the spur. Lagunitas currently uses another spur near the property and they use trucks to haul it to their facility.

MOTION: Director Rogers moved approval of the June 3, 2020 Board Minutes. Director Zane second. The motion carried 11-0 (Director Arnold absent).

3. Board Members Announcements

None

4. General Manager's Report

General Manager Mansourian reported that since the start of passenger service in August 2017, SMART has carried 1,877,000 passengers, 186,000 bicycles, and over 7,000 wheelchairs. He continues to distribute weekly ridership data that it is available on SMART's website. Ridership continues to slowly increase as more business continue to open.

He provided an update of the Freight Service project, after the SMART Board adopted the policies there were items that were discussed and needed to be completed by various agencies. The NCRA Board of Directors gave certain authority to their General Manager, however, transfer of property, quitclaim and assets are still pending. The State of California informed SMART's General Manager that the \$2 million for maintenance, the \$4 million for the purchase and the FRA loan payoff have been approved and secured. They are reviewing the final agreements. The Freight Operators continue to work with SMART Staff to develop procedures to fulfill interim service. It is going to take various months to complete this project and SMART becomes the freight operator.

He announced that Becoming Independent who run the concession on SMART trains, their contract expires on June 30th and have informed staff that they will not be renewing contract due to COVID 19 and other uncertain issues. Once shelter in place is lifted, he will bring back to your Board for directions.

He stated that during routine inspection of the DMU's, the Vehicle Maintenance Department spotted a crack on the fly wheel equipment (part of the engine) and were repaired on two of the DMU's. Once the repairs were completed testing occurred on Sunday, June 14th.

He stated that Metropolitan Transportation Commission Blue-Ribbon Committee held its meeting on Monday, June 15th to discuss the second round of the CARES Act fund distribution. They were presented four options; in SMART's option they are leaning toward the worst possible option. If the option is selected and adopted, SMART can lose \$1.2 million less than we budgeted. He will provide an update at a future Board meeting.

Comments

Director Naujokas asked if Director Rabbitt can comment on the meeting. Director Rabbitt stated during the meeting the following options were discussed: 1) revenue loss approach; and 2) service horizon approach. The larger entities discussed applying equity adjustment to provide additional funding to operators serving predominantly vulnerable populations: consider a 25% weight in formula. The seven largest operators carry 95% of the total ridership. The first phase distribution was \$781 million which was 61%. The second phase distribution is \$507 million which is 39% total package. SMART is the only transit agency in the North Bay to lose more.

Director Phillips said that the City of San Rafael has conducted a painful budget exercise recently. He suggested in light of the recent news of the CARES Act funds phase 2 distribution, and ridership does not increase, perhaps the SMART Board can consider reduction of compensation for Executive staff and furloughs. Chair Lucan said that topic will be discussed later in the meeting under budget agenda item.

General Manager Mansourian stated that in November 2019, Directors Rabbitt and Zane invited SMART to participate in a meeting with the County of Sonoma, City of Santa Rosa, and a Developer that specializes in Affordable Housing. At your Board meeting of January 8th, the Board approved SMART to enter into a joint application for Affordable Housing Sustainable Communities for the State of California. SMART submitted as a joint applicant with MidPen

Housing and the City of Santa Rosa for the Roseland Village Project. He is pleased to announce that the California Strategic Growth Council has released their recommendations and will be approved at their June 25th meeting. If successful, SMART will receive \$225,000 to complete the SMART Pathway from Joe Rodota Trail across 3rd Street, connecting to the Downtown Santa Rosa Station. SMART would also receive \$5 million toward the completion of the Windsor Extension project.

Director Rogers asked for clarification of how much MidPen Housing will receive. Mr. Mansourian responded approximately \$15 million.

Director Zane stated that this is an outcome that demonstrates what happens when different jurisdictions come together to work for the local good and she is very excited.

Director Rabbitt thanked everyone who participated in filling out the grant application. At the end of the day getting the amount of dollars for all the agencies to provide the improvements for the project. He has been in contact with a developer with a similar path assuming he owns the property and there is a possibility that SMART will be the beneficiary of other sites along the system and it will be a great thing that we can take advantage and fill the gaps.

Director Fudge stated that this gap closure creates approximately 8.5 miles of uninterrupted pathway in Sonoma County.

5. Public Comment on Non-Agenda Items

Duane Bellinger congratulated staff on the pending grant approval for the 75 affordable housing units in Santa Rosa. This is the type of project he has been looking for and support of a pedestrian orientated community. He voiced his concerns regarding SMART spending money for a park-n-ride instead of focusing on pedestrian orientated development. He suggested that SMART provide number of cars that are using park-n-rides.

Ben Peters stated just to continue the aspiration the citizens of Petaluma are feeling right now after hearing that SMART has a great project for Santa Rosa and Director Rabbitt perhaps alluding to the fact that the project as proposed for Corona Station could be improved. He voiced that the citizens of Petaluma would like SMART to be a better partner. He stated that the members of the Petaluma City Council have stated publicly that SMART management has not been a good partner. He would like to communicate to SMART Board members, that people in Petaluma or perhaps in other communities are not happy with SMART's management. Petaluma elected officials have lamented that SMART negotiations lacked a team effort. He hopes that the excellent Santa Rosa project also comes to Petaluma and the best way for that to occur is to have a Citizen of Petaluma serve on the SMART Board.

Aleta Dupre stated that Zoom has been very helpful to continue to be involved. She would like SMART's General Manager Mansourian to join the Clipper Executive Board to advance the cause of Clipper. She refers SMART as the little railroad that could and often looks at large legendary railroads. SMART is a small railroad and is practicing greatness and legend and your name is true in advertising, she added.

Mike Arnold stated that he submitted a ridership chart for April from the data that was posted on SMART's website. The data is available on the website and six of the current operating trains have hardly any boarding's. Also, given the low ridership data is it realistic to be discussing in the budget increasing to 26 total trips a day. It cost approximately \$40,000 to run 10 additional trains. He suggested conserving financial resources since we don't know how long this virus will last and how long it will constrain ridership in all transit agency. He suggested informing the public on the following: it will be sometime before commuters turn to public transit and trains will continue to operate at current frequencies or less. Running less trains can help dip into reserves.

Jim Schmidt voiced his concerns regarding the current budget and what is needed. He said that due to COVID SMART is likely to have a ridership shortfall and will change the operating cost. He suggested that the Board plan on reviewing when the numbers don't match in three months from now.

Lastly, Mr. Mansourian clarified the SMART train schedule. He said that SMART is currently running 16 trips per day and no weekend service since shelter in place. We shared with your Board and the public a potential train schedule after a public survey was conducted. Based on the survey response a 6-1-6 schedule was established (6 trips in the morning and evening and 1 trip mid-day). The direction from your board is that the schedule will become effective once ridership demand increases or when shelter in place is lifted.

6. Consent
 - a. Accept Monthly Ridership Report- May 2020
 - b. Accept SMART's Annual Report - 2019

Chair Lucan asked for Board and public comments on the proposed Consent Agenda.

MOTION: Director Phillips moved approval of the Consent Agenda as presented. Director Fudge second. The motion carried 11-0 (Director Arnold absent).

7. Approve a Resolution re-establishing a second Petaluma Station at Corona Road and N. McDowell Boulevard in Petaluma; Authorize using the \$8 million proceeds from the sale of the Downtown SMART property to fund the design and construction of second station; Authorize the General Manager to enter into a related agreement with the City of Petaluma regarding the Corona station project and Downtown Depot lease and authorize the General Manager to issue a Change Notice Proposal to existing Systems and Civil construction contractors.

General Manager Mansourian stated that the item for your Board approval today is to approve a Resolution to authorize the following: a) Authorize the Location of the Second Petaluma Station at Corona Road and N. McDowell Boulevard in Petaluma; b) Authorize the use of the proceeds from the sale of the Downtown SMART property to fund the Second Petaluma Station Project; c) Authorize the General Manager to issue a Change Notice request for proposal to existing Systems and Civil construction contractors; d) Authorize the General Manager to enter into a related agreement with the City of Petaluma regarding the Second Petaluma Station; and e) Authorize the General Manager to amend Depot Lease Agreement to provide for new access and shared use of existing parking.

Since, its inception SMART planned to have two stations in Petaluma. Early on, SMART's initial plans, designs and environmental review documents contemplated a second station in the vicinity of Corona Road and N. McDowell Boulevard. In 2004, SMART initiated discussions with property owners regarding the need for parking adjacent to SMART's planned second station at Corona Road/N. McDowell. In 2005, SMART conducted environmental analysis on the entire alignment that included the planned Petaluma second station at Corona Road and N. McDowell Blvd. Due to budget constraints as a result of the great recession, the Board had to phase the project and live within the available budget.

SMART was forced to phase out parts of the project specifically north of Santa Rosa and South of San Rafael and various planned stations including the second station in Petaluma, as well as Santa Rosa, Windsor, Healdsburg, Cloverdale, Novato and Larkspur from the initial system. SMART staff continue to apply for available grants to fulfill the original vision.

He illustrated the front page of Saturday, June 13th San Francisco Chronicle. The article headline "After long journey BART is in San Jose", he read the following; finally after 3 decades, 2 tax measures, 8 years of construction, and 2 years of construction delay, BART will start rolling in and out of San Jose and eventually it will be extended to Downtown San Jose and Santa Clara with many more years of construction and lobbying.

He said that SMART has been working really hard identifying how to build the second station in Petaluma. This has been a top priority of your Board and Director Rabbitt. Since 2015, staff has meet repeatedly to brief your Board on negotiations of terms and price for this transaction and have received direction. Your Board authorized the General Manager to negotiate the sale of SMART's downtown property in exchange for \$5 million, a 150-space parking garage structure, and the land located on Corona Road/North McDowell property. The garage would have been built by the developer and transferred to SMART once completed, and the estimated cost of garage and land is \$3-4 million.

On October 2017, the developer informed SMART that "the City would be unable to fully reimburse LOMAS for the building of the parking structure." Therefore, they made unilateral changes to the location of Corona station parking parcel and the parking garage structure. A litigation started which took two years before a settlement was reached.

On October 2019, SMART entered into a second agreement with the same developer. Under this agreement to sell the downtown SMART property will be \$8 million and also included a land exchange 1.27 acres parcel which has a current value of \$2.8 to \$3.1 million. It should be noted that the only parties involved in the above two real estate transactions agreements were SMART and LOMAS. The City of Petaluma did not have any role nor was it a party to any of these transactions. The City of Petaluma is the only agency with land use approval authority. SMART Board of Directors and or SMART staff, do not have any jurisdiction of this development.

General Manager Mansourian mentioned that the Board staff report provided links of various City Council meetings. SMART and the City of Petaluma agreed on the goal that a second

station is crucial to achieve as soon as possible. The City of Petaluma approached SMART and entered into an agreement that would have Petaluma provide \$2 million toward the Downtown purchase price. Petaluma further wants to ensure that the \$2 million they are proposing to pay into the escrow account for the sale of the Downtown SMART property is only spent towards the design and construction of the Corona station project. The City proposed a separate and independent agreement, that in essence requires SMART to commit to using the proceeds of the sale of the downtown SMART property to construct a second station at the Corona Road in Petaluma.

To accommodate Petaluma's efforts and provide time for all parties to complete the many moving parts in this transaction, and due to COVID-19, SMART agreed and extended the closure of the escrow date to November 19, 2020. LOMAS deposited an additional non-refundable deposit in the amount of \$250,000 into escrow and paid SMART a non-refundable extension fee of \$250,000.

Environmental Consideration

The Second Petaluma station at Corona was contemplated in the environmental analysis conducted by SMART for the entire Sonoma-Marín Area Rail project. Pursuant to CEQA Guidelines Section 15162, SMART staff determined that no additional or more severe impacts that were not previously disclosed have been identified and no changes or additions to the previous environmental analysis or findings are necessary. Therefore, SMART finds that no supplemental or subsequent environmental analysis is necessary and no further CEQA documentation is required.

Connection Between Downtown Property & Existing Structures & Leases

There is also another related issue that affects the sale of the Downtown property, City of Petaluma and SMART. The buildings currently housing the Petaluma Visitors and Art Center have been under a lease now held by the City of Petaluma since 2003. The City leases the buildings to the Petaluma Area Chamber of Commerce, the Petaluma Arts Council and the Petaluma Downtown Association. The lease property includes 71,874 square feet of land and 3 buildings. Petaluma pays SMART \$1,000 per month which has not been adjusted in 17 years and expires in July 2028.

SMART was notified by LOMAS that upon closure of the escrow, they would immediately take possession of the property and SMART's current downtown station parking would no longer be available. The access road which currently serves both the SMART station parking and the Visitor Center parking would also be cornered off and no longer available, leaving the Station and Visitor Center with no access. SMART General Manager and Petaluma City Manager agreed that the 2003 agreement needs to be amended, a new access road needs to be designed and built, as well as station and visitor center parking needs.

Specifically, within the close of escrow, SMART will request a proposal and cost estimate from SMART's existing Contractor for design and construction. The agreement provides that if the cost proposal does NOT exceed \$8 million, SMART agrees to design and construct the stations improvements. If the cost exceeds \$8 million, SMART agrees to use \$4 million from the proceeds of the sale of the SMART Downtown property to progress the construction of the

Corona Station Project and to seek additional Regional, State or Federal funding needed to complete the construction of the Corona Station.

General Manager Mansourian stated that this was a long, complex and complicated process. It started with a Developer and SMART and it looked very simple until the City of Petaluma had to go through the land use process. Also, Mr. Peters continues to say at the SMART Board meetings that the Petaluma's City Council Mayor and the people of Petaluma don't like SMART management negotiations and not doing a good job. On the other hand, you received a letter dated June 17 from Petaluma City Manager Ms. Flynn which is on SMART website. The letter urges the SMART Board of Directors to approve staff recommendations for the project. She states the importance of the second station in Petaluma and although we are facing an uncertain economic future, one thing remains constant is the need to invest in a sustainable public transportation. Her letter concludes saying; "I would like to thank your General Manager Farhad Mansourian, General Counsel Tom Lyons and Director David Rabbitt for their assistance in getting us to the crucial place in the process. Your SMART staff is very dedicated, hard-working, and passionate about public service and my staff and I are appreciative of their professionalism and service to our community. Again, thank you for your consideration and commitment to Petaluma."

Comments

Director Naujokas appreciates all the efforts for this complex project. He shared concerns that have been aired as part of this process. He said in order to make a successful transit agency, we need to encourage transit orientated developments near stations. He asked what type of efforts were made to pursue the objective for this property. Mr. Mansourian responded that the only role SMART had was a real estate transaction with the Developer. District Counsel Lyons confirmed and stated that SMART does not own the Corona Property, at the close of escrow SMART will receive 1.27 acres of the Corona property. Director Naujokas asked if it was discussed to include the construction of the station on top of the \$8 million, since it could be that the \$8 million may not cover the entire construction cost. Mr. Mansourian responded that the developer could not build the station due to SMART's Positive Control System the original deal was \$5 million cash and parking garage.

Director Zane thanked Director Rabbitt for all his work on this project. This project is very important and complex due to many different players. Having a good outcome for the community is a goal.

Director Rabbitt thanked General Manager Mansourian, District Counsel Lyons, Petaluma City Manager Peggy Flynn, Petaluma City Attorney Eric Danly, Petaluma City Council, and SMART Board of Directors. It has been a journey for the last 5 years in getting the second station in Petaluma. The SMART Board was agreeable from the start to use the proceeds of the sale of the Downtown property to construct the east side second station in Petaluma. The Downtown Petaluma station historically has been the top producing station. Another original vision of SMART can be marked as completed today. There has been a lot of misinformation that has been provided and SMART never controlled the land use. As soon as density, height and uses are dictated the project is subject to CEQA. To the naysayers, SMART is here to stay and continue to invest and build and this is a great outcome to use the proceeds of the sale

to reinvest into the system to increase ridership. Once again, he thanked the General Manager Mansourian for being persistent. The idea about negotiations is to find a common ground and agree on a deal. The common ground between SMART and City of Petaluma was to construct a second station. He thanked the City of Petaluma for thinking outside the box to achieve the goal for the outcome.

Director Fudge said that Director Rabbitt covered most of her comments and appreciates that. She said the Transverse Road is not part of a development proposal at this time, that is a non-issue that will be decided at a later time. She hoped that General Manager Mansourian was a good negotiator and that Lomas and the City of Petaluma did their part in their negotiations. This is another watershed moment, with the recent opening of Larkspur and Downtown Novato and now we are really close to honoring another piece of Measure Q by building the second station in Petaluma.

Kevin McDonnell, member of Petaluma City Council, stated that he takes the train to work and is a huge supporter of SMART. He encouraged the Board to approve the resolutions and actions of this project. He thanked both staff efforts for getting the agreements for your approval. The collaboration between SMART's General Manager, District Counsel, City Manager and Attorney can be credited for the positive today. There were complexity and challenges with the process, however a mutual proposal was met. This station is very important to Petaluma goals and its future, the Downtown Petaluma station has embraced train use. Today's agreement between SMART and City of Petaluma is key to housing, environment and economic plans. As we the City address growing housing crisis development such as this agreement is a key factor. He asked the Board to support the proposal today and the City has approved the agreements.

Duane Bellinger stated that the station at Corona Road is northeast of the proposed parking area. It should be at the intersection to the left of where the map shows it. He said that the mobile home park has a longer walk to get to the proposed station. What is the possible advantage to have it at this location vs. prior location. He voiced his concerns regarding the original negotiations of \$5 million for the property and \$3 million for the garage, which totals \$8 million. Did the developer receive a deal since the City of Petaluma is paying \$2 million. He expressed that this project should have been discussed in open session and since it was done behind the scenes, SMART lost 1/3 of the voters in Petaluma and voted no on Measure I.

Ben Peters stated that the people of Petaluma would like to have the same deal that the City of Santa Rosa received, which is a transit orientated development at a new train station. This does not involve land use decisions or jurisdictions, however having a good negotiator. He played a recording of Petaluma City Council Mayor Barrett. He suggested that the Board should take into consideration when a member of the public complains about SMART Management's people of Petaluma want a transit orientated development at Corona and inclusionary housing project at Downtown.

Brian Barnacle stated that he submitted his comments right before the meeting today. He urged the Board not to approve the related agreements due to pending litigation and SMART

undertakes adequate CEQA review for the second Petaluma station, since the final EIR was approved prior to the most recent City of Petaluma General Plan. He worked on Measure Q campaign and this project was not the vision.

Dave Alden stated that he submitted his written comments. The understanding in Petaluma is the Transverse street will not offer vehicular connection, which is a flat outcome. He urged the Board to reconsider the agreement.

Jeff Rhodes stated that moving forward on the resolutions today represents a dream to provide both the North Petaluma station and critical needed transit-oriented housing Downtown Petaluma. Considering all the efforts by all parties and challenges we are facing today; he expressed his appreciation for the collective accomplishments to get here. While some believe that the housing project at Corona station and other aspect are not what they wish, you can't always get what you want, he added. Let's not let the perfect get in the way of the good, the residents of Petaluma need this station. He voiced his concerns regarding the Heins proposal.

Patricia Tuttle Brown stated that she has been involved with SMART and the pathway since 1990's. She has respectfully spoken regarding this project and today she is speaking in present time. We lose and win in democracy; she will not participate in a lawsuit with the city she loves and a train that she cares about. She sees this agreement as a successful statement ship in action and all parties working together to get a second station in Petaluma. The proceeds of \$8 million needs to be used for the construction of the station and ensure that the project is completed with those funds. She thanked everyone and is very excited to support the project.

Sheila Baker stated that she just got off the train and ridership seem to have increased. She is excited and supports the project. Looks forward to the transit-oriented development at Downtown Petaluma.

Steve Birdlebough stated that this project is not perfect, however we need to move forward. He suggested having the station platform close to Corona Road.

Jerry Wilkinson spoke in support of the Transverse Street, which will provide good traffic flow in and out of the station.

Chair Lucan stated that he heard criticism being conveyed from an individual speaking on behalf of an elected official from Petaluma towards SMART General Manager. The City of Petaluma has City Council members and SMART has Board of Directors, and when there are issues between the two there are various ways to address those by writing to the Board. SMART's General Manager works at a staff level with Petaluma City Manager, there are ways to handle those through negotiations. SMART Board of Directors did not receive formal letters from the Petaluma City Council, and it was handled at a professional staff level.

Director Phillips stated that he is impressed with the presentation and the participants that brought this project to the Board for approval.

Director Rabbitt clarified that the Transverse Street is not part of the project approval today, it is not included in the resolutions and staff report because it is not SMART's purview. Even Friends of SMART saying that this project is not perfect and what is not perfect about getting the second station in Petaluma. The Corona development may not be perfect, but its not this Board's purview. The Transverse Street and the Corona development is up to the City of Petaluma not SMART.

Director Zane stated that this is a great outcome and thanked Director Rabbitt for reminding everyone regarding jurisdiction duties. This project was handled properly, she thanked General Manager Mansourian, Petaluma City Manager Peggy Flynn and Director Rabbitt.

Director Rogers stated that the City of Santa Rosa Roseland Village project took decades to move forward. The City of Santa Rosa and the County of Sonoma came together to deliver a project that will benefit the community. After multiple decades of planning it was not what they hoped for 20-year prior. The citizens of Petaluma are letting the perfect be the enemy of the good. He is happy to support the project.

MOTION: Director Rabbitt moved to Approve a Resolution re-establishing a second Petaluma Station at Corona Road and N. McDowell Boulevard in Petaluma; Authorize using the \$8 million proceeds from the sale of the Downtown SMART property to fund the design and construction of second station; Authorize the General Manager to enter into a related agreement with the City of Petaluma regarding the Corona station project and Downtown Depot lease and authorize the General Manager to issue a Change Notice Proposal to existing Systems and Civil construction contractors as presented. Director Zane second. The motion carried 10-0 (Directors Arnold absent).

8. Approve the Resolutions to Adopt the Revised Fiscal Year 2019-20 Budget, the Fiscal Year 2020-21 Proposed Budget Including Annual Position Authorization and the Investment Policy for Fiscal Year 2020-21 and Ratifying the Annual Appropriation Limit for Fiscal Year 2020-21

Chief Financial Officer, Erin McGrath stated the Budget has been presented to your Board in various details this year. The budget is unchanged from the previous version presented on June 3, 2020. This is the beginning process and we anticipate providing an update due to the CARES Act funding outcome. Since the meeting, we received a few questions from Board members and the public regarding the budget that we would like to address. Highlights included in the report are as follows:

- **Why does the proposed budget show SMART expenditures exceeding revenue?** The purpose of having a reserve is to prepare for recessions and difficult circumstances such as the COVID-19 crises. We are relying on and have sufficient reserves and revenues shown for the next fiscal year and believe our budget plan is a reasonable one for the times we are facing.
- **Why doesn't SMART show in its budget the entire sales tax allocation shown on the State's website (CDTFA) since July?** The July and August tax payments shown on the web are related to May and June tax returns. This means the July and August 2019 payments are accounted for in Fiscal Year 2018-19 revenues and have nothing to do with revenue for Fiscal Year 2019-20.

- **How much are we saving by running the “6-1-6” schedule over the pre-COVID schedule?** SMART has reduced salaries and expense by \$1.1 million to account for the savings associated with running a reduced schedule of 26 daily trips.
- **What assumptions are being made about resumption of service?** The budget provides the necessary funding for staff and resources to resume the new schedule and weekend service at any point during the fiscal year.
- **Does the Budget Include Anticipated Freight Revenues and Expense?** There are a number of steps remaining before SMART can assume freight responsibilities. When expenses and revenues occur, we will bring back to your Board for discussion
- **Should the budget provide a ridership forecast?** The budget authorizes future expenses and projects revenues to be received. It is not a ridership forecasting exercise. Frankly, it is impossible to forecast future ridership given the uncertainty around COVID-19. We have projected revenues to drop by 25% in Fiscal Year fall again another 15% in FY 2020-21.

Cost of Living Increase Update

We previously reported to your Board that the current three union contracts have a scheduled 3% cost of living adjustment (COLA) on July 1st. The total cost of these three COLAs for 66.5 union positions is \$270,901. Given the financial constraints, we asked the three unions to forgo the upcoming COLA and have not received agreement on this proposal. In a typical year, your Board approves same COLA to unrepresented employees. Our unrepresented employees are working side by side with represented employees and we have concerns about retention and staff morale if unrepresented employees do not receive the same COLA. However, because of the financial constraints, we cannot recommend COLAs to all employees. After consultation with Board Chair and Vice Chair, we are recommending in the budget that employees whose salary ranges fall below \$100,000 receive the same 3% as their represented colleagues. The total cost of this recommendation is \$51,065 only affecting 19 positions and 48 positions would not receive a COLA.

Approval of Investment Policy and Delegation of Authority:

As required annually by California Government Code Section 53607, as part of your consideration of the budget resolution. This is the same delegation and policy review that your Board approved as part of the budget last year.

Fiscal Year 2020-21 Appropriations Limit:

Required by Proposition 4, approved by California voters in 1979, requires special districts to calculate and establish an appropriation limit every year. The Appropriation Limit for Fiscal Year 2020-21 is \$146,414,925. The law requires that our operating revenues and expenditures fall within this limit. Revenues and expenses associated with most capital improvements and debt service are exempt from this limit. We estimate conservatively that \$35,388,799 of our expenditures fall under the Proposition 4 limit, well below the cap.

Comments

Vice Chair Pahre asked how many of SMART employees have chosen to forgo the COLA? Ms. McGrath responded that 48 position will not receive COLA with a savings including benefits is approximately \$259,000.

Chair Lucan stated that Director Phillips had asked early in the meeting and commended staff that are forgoing the COLA to save the agency money.

Duane Bellinger suggested including park-n-ride data the same way ridership data is being provided. General Manager Mansourian responded that SMART only receives data for those who pay for parking. After COVID- 19 and things go back to normal, staff will be happy to provide data available.

Lastly, Chair Lucan stated that the budget will be revisited once more financial information becomes available. The budget could be reviewed in September.

MOTION: Director Garbarino moved to Approve the Resolutions to Adopt the Revised Fiscal Year 2019-20 Budget, the Fiscal Year 2020-21 Proposed Budget Including Annual Position Authorization and the Investment Policy for Fiscal Year 2020-21 and Ratifying the Annual Appropriation Limit for Fiscal Year 2020-21 as presented. Director Rogers second. The motion carried 10-0 (Directors Arnold and Phillips absent).

9. Authorize the General Manager to Execute Seven (7) Consultant Contract Amendments totaling \$417,000 as needed to Fiscal Year 2020-21

Chief Financial Officer, Erin McGrath stated that as the current fiscal year come to a close on June 30th, there are a number of contracts that we request your authority to extend. The total amount of the contract authority is \$417,000.

MOTION: Director Rabbitt moved to Authorize the General Manager to Execute Seven (7) Consultant Contract Amendments totaling \$417,000 as needed to Fiscal Year 2020-21 as presented. Director Garbarino second. The motion carried 10-0 (Directors Arnold and Phillips absent).

10. Authorize the General Manager to Execute Contract Amendment No. 9 with SPTJ Consulting for Information Technology Services in the amount of \$340,470 for a total not-to-exceed amount of \$1,979,601

Information Systems Manager, Bryan Crowley, stated that the item before your Board today is to approve Contract Amendment No 9 with SPTJ Consulting in an amount of \$340,470 for a total contract amount of not to exceed \$1,979,601 for Information Technology Services.

SPTJ Consulting has been very instrumental in assisting SMART with maintaining high operational standards. The performance and reliability have been excellent for maintaining a fully functioning 24-hour rail operations. This amendment provides budget for a continues to provide ongoing support and consulting services.

MOTION: Director Naujokas moved to Authorize the General Manager to Execute Contract Amendment No. 9 with SPTJ Consulting for Information Technology Services in the amount of \$340,470 for a total not-to-exceed amount of \$1,979,601 as presented. Director Rabbitt second. The motion carried 10-0 (Directors Arnold and Phillips absent).

11. Authorize the General Manager to Execute Contract Amendment No. 9 with Hanson Bridgett LLP for legal support services in the amount of \$100,000 for a contract not-to-exceed amount of \$650,000

Human Resources Manager, Lisa Hansley stated that the before your Board today is to approve Contract Amendment No. with Hanson Bridgett, LLP in an amount of \$100,000. Hanson Bridgett, LLP assists SMART with contract negotiations and other labor and employee related issues.

MOTION: Director Pahre moved to Authorize the General Manager to Execute Contract Amendment No. 9 with Hanson Bridgett LLP for legal support services in the amount of \$100,000 for a contract not-to-exceed amount of \$650,000 as presented. Director Fudge second. The motion carried 10-0 (Directors Arnold and Phillips absent).

12. Authorize the General Manager to Award an On-Call Service Agreement for Biohazard Remediation with Environmental Logistics, Inc. and American Integrated Services, Inc. each in the amount of \$150,000

Procurement Coordinator, Ken Hendricks stated that SMART's existing Biohazard Remediation Agreement expires June 30, 2020. In anticipation of the existing Agreement's expiration date, a Request for Proposal was issued on April 10, 2020. SMART received a total of 7 responsive Proposals. The terms and conditions of the Request for Proposal allow SMART to award a contract to one or more service providers. SMART's evaluation committee selected the top two ranked proposers for award. Environmental Logistics, Inc. is selected as the primary service provider and American Integrated Services, Inc. as the secondary service provider for redundancy purposes.

Staff recommends authorizing the General Manager to award an on-call Service Agreement for Biohazard Remediation to Environmental Logistics, Inc. and American Integrated Services, Inc. each in the amount of \$150,000.

MOTION: Director Hillmer moved to Authorize the General Manager to Award an On-Call Service Agreement for Biohazard Remediation with Environmental Logistics, Inc. and American Integrated Services, Inc. each in the amount of \$150,000 as presented. Director Rogers second. The motion carried 10-0 (Directors Arnold and Phillips absent).

13. Approve Resolutions Authorizing the Submittal of State Transit Assistance Fund Claims to the Metropolitan Transportation Commission and the Submittal of State Rail Assistance Fund Applications to the California State Transportation Agency

Programming and Grants Manager, Joanne Parker stated that the item for your Board today is to approve three resolutions authorizing submittals for annual grant funds with the State Transit Assistant program and State Rail Assistance Program. SMART assumes these fund sources in the Fiscal Year 2020-21 budget.

MOTION: Director Naujokas moved to Approve Resolutions Authorizing the Submittal of State Transit Assistance Fund Claims to the Metropolitan Transportation Commission and the Submittal of State Rail Assistance Fund Applications to the California State Transportation Agency as presented. Director Garbarino second. The motion carried 10-0 (Directors Arnold and Phillips absent).

14. Approve Resolution Authorizing the General Manager to Execute Contract No. CV-PS-19-001 with GHD, Inc for Engineering Design and Support Services - Petaluma, Penngrove, and Santa Rosa Various Non-Motorized Pathway Segments for a total contract amount of \$949,138

Chief Engineer, Bill Gamlen stated that the item for your Board approval today is to approve Resolution No. 2020-15 to authorize the General Manager to execute a contract with GHD, Inc. in an amount of \$949,138 for professional engineering design services of three pathway segments. The Pathways are in Sonoma County: 1) Lakeville Street to Payran Street in Petaluma; 2) Southpoint Blvd. to Main Street in Penngrove; and 3) Golf Course Drive to Bellevue Avenue in Santa Rosa.

This work is funded with local Sonoma County Transportation Authority (SCTA) Measure M Funds, which we are applying to our local match to the Active Transportation grant received last year.

SMART issued a Request for Proposal on February 27, 2020 for Civil Engineering Design and optional work for Environmental and Permitting and Construction Support services this section of Non-Motorized Pathway in the City of Petaluma, Penngrove, Rohnert Park and Santa Rosa. SMART received three proposals and the evaluation team rated GHD Inc. the best qualifying team for the work

MOTION: Director Rogers moved to General Manager to Execute Contract No. CV-PS-19-001 with GHD, Inc for Engineering Design and Support Services - Petaluma, Penngrove, and Santa Rosa Various Non-Motorized Pathway Segments for a total contract amount of \$949,138 as presented. Director Fudge second. The motion carried 10-0 (Directors Arnold and Phillips absent).

15. Authorize the General Manager to Enter into Purchase Agreement with the Laguna Valley Mitigation Bank for the purchase of 2.2 acres of seasonal wetland mitigation credits in an amount not to exceed \$275,000

Chief Engineer, Bill Gamlen stated that the item for your Board approval today is to purchase 2.2 acres of seasonal mitigation credits for the construction of the Windsor Extension project in an amount of \$275,000. The project is impacting seasonal wetland along the alignment. SMART worked closely with, the California Department of Fish and Wildlife (CDFW), the Water Quality Control Board and the US Army Corps of Engineers to identify exact quantities of permanent and temporary impacts.

SMART issued an Invitation for Bid on May 8, 2020. SMART received two bids for the wetland credits and the lowest responsive and responsible bidder was the Laguna Valley Mitigation Bank.

MOTION: Director Garbarino moved to Authorize the General Manager to Enter into Purchase Agreement with the Laguna Valley Mitigation Bank for the purchase of 2.2 acres of seasonal wetland mitigation credits in an amount not to exceed \$275,000 as presented. Director Hillmer second. The motion carried 10-0 (Directors Arnold and Phillips absent).

16. Next Regular Meeting of the Board of Directors, July 1, 2020 – 1:30 PM
17. Adjournment – Meeting adjourned at 3:57pm

Respectfully submitted,

Leticia Rosas-Mendoza
Clerk of the Board

Approved on: _____



July 15, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Joe Naujokas
Sonoma County Mayors' and
Councilmembers Association

Gary Phillips
Transportation Authority of Marin

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

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

SUBJECT: Monthly Finance Reports

Dear Board Members:

RECOMMENDATION: Information Item

SUMMARY:

We are presenting the monthly reports for activity through the month of May which would have been presented at the July 1 meeting. The budgeted amounts shown in the report reflect the revised budget approved by Your Board in June. Fare revenues, which had averaged over \$325,000 a month, were \$31,260 for the month of May. We have received 9 payments from the State against our sales tax revenue owed, and that total is \$29,851,591. We have not yet received any allocations that would inform us on the actual impact of the stay-at-home orders, current allocations are based on State estimates. Bond fund investments through May totaled \$21,601,281 while other cash and investments equaled \$43,464,941. Expenditures are on target to be at or below revised budgeted amounts.

Very truly yours,

/s/

Erin McGrath
Chief Financial Officer

Attachment(s): 1) Monthly Finance Report
2) Contract Summary Report

5401 Old Redwood Highway
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Petaluma, CA 94954
Phone: 707-794-3330
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Sonoma-Marin Area Rail Transit District

Monthly Finance Reports
Through May 2020

	FY2019-20		Actual	Remaining Budget
	Revised Budget			
Revenues				
Administration				
Sales/Use Taxes	\$	27,435,233	\$ 23,650,143	\$ 3,785,090
Interest Earnings		545,729	885,206	-
Rent - Real Estate		313,700	313,096	604
Advertising Revenue		318,920	318,920	-
Miscellaneous Revenue		626,735	157,115	469,620
Administration Subtotal		29,240,317	25,324,480	4,255,314
Operations				
Fund Balance		118,004	118,004	-
Sales/Use Tax		6,201,454	6,201,454	-
Fare & Parking Revenue		3,159,165	3,090,041	69,124
Federal Funds		10,329,121	29,121	10,300,000
State Grants		7,662,922	4,586,926	3,075,996
Other Charges		243,469	235,270	8,199
Operations Subtotal		27,714,135	14,260,816	13,453,319
Capital				
Fund Balance		13,783,146	13,783,146	-
Federal Funds		3,131,315	1,731,317	1,399,998
State Grants		21,431,317	7,850,601	13,580,716
Other Governments/Misc		5,771,145	3,834,265	1,936,880
Measure M		33,076	22,632	10,444
MTC		224,051	192,015	32,036
Miscellaneous Revenue		300,000	300,000	-
Capital Subtotal	\$	44,674,050	\$ 27,713,976	\$ 16,960,074
Revenue Total \$ 101,628,502 \$ 67,299,272 \$ 34,668,707				
Expenditures				
Administration				
Salaries & Benefits	\$	4,947,991	\$ 3,961,441	\$ 986,550
Services & Supplies		6,992,849	4,008,934	2,983,915
Debt Service/Other Charges		16,847,600	7,412,600	9,435,000
Machinery & Equipment		45,942	45,942	-
Transfer to Self-Insured Retention Fund		405,934	405,934	-
Administration Subtotal		29,240,316	15,834,851	13,405,465
Operations				
Salaries & Benefits		14,397,556	12,085,598	2,311,958
Services & Supplies		10,551,140	6,205,912	4,345,228
Buildings & Capital Improvements		2,240,439	1,771,141	469,298
Transfer to Equipment Sinking Fund		525,000	525,000	-
Operations Subtotal		27,714,135	20,587,651	7,126,484
Capital				
Salaries & Benefits		1,419,929	1,115,053	304,876
Services & Supplies		552,654	263,371	289,283
Other Charges		1,147,382	683,047	464,335
Machinery & Equipment		14,622,218	10,790,233	3,831,985
Infrastructure		26,931,867	13,056,891	13,874,976
Capital Subtotal	\$	44,674,050	\$ 25,908,595	\$ 18,765,455
Expenditure Total \$ 101,628,501 \$ 62,331,097 \$ 39,297,404				

Investment Report

	Amount
Bond Reserve Fund	
Sonoma County Treasury Pool	\$ 17,158,760
Interest Fund	
Sonoma County Treasury Pool	1,728,090
Project Fund	
Sonoma County Treasury Pool	3,577
Principal Fund	
Sonoma County Treasury Pool	2,710,854
SMART Operating Accounts	
Bank of Marin	16,852,457
Sonoma County Treasury Pool	26,612,484
Total	\$ 65,066,222

Capital Project Report

	Budget	Actual	Remaining
Additional Railcar Purchase			
Revenues	\$ 11,000,000	\$ 8,250,000	\$ 2,750,000
Expenditures	\$ 11,000,000	\$ 8,250,000	\$ 2,750,000
San Rafael to Larkspur Extension			
Revenues	\$ 55,435,059	\$ 53,096,097	\$ 2,338,962
Expenditures	\$ 55,435,059	\$ 53,096,097	\$ 2,338,962
Windsor Extension			
Revenues	\$ 65,000,000	\$ 1,159,036	\$ 63,840,964
Expenditures	\$ 65,000,000	\$ 3,316,140	\$ 61,683,860
Petaluma Payran to Southpoint Pathway			
Revenues	\$ 3,261,098	\$ 1,622,070	\$ 1,639,028
Expenditures	\$ 3,261,098	\$ 2,590,368	\$ 670,730



Contract Summary

Active Contracts as of June 1, 2020

Contractor	Scope	Fiscal Year 19/20 Projected	Fiscal Year 19/20 Actuals-To-Date
A.J. Janitorial Service	Janitorial Services for all Stations, Roblar, ROC, and Fulton	\$102,320	\$82,085
Air Technology West	Maintenance and On-Call Repair for Air Compressors	\$6,000	\$4,165
Alcohol & Drug Testing Services, LLC	DOT Drug and Alcohol Testing	\$39,000	\$9,098
Alliant Insurance Services	Insurance Brokerage & Risk Management Services	\$80,000	\$0
Alstrom Transportation	DMU Collision-Damaged Repair Work and Overhauls	\$202,543	\$106,527
American Rail Consultants, Inc.	Railroad Bridge Engineering, Inspection, & Design	\$48,672	\$12,921
Aramark Uniform Services	Employee Uniform Provider and Cleaning Service	\$31,724	\$21,541
Asbury Environmental Services (AES)	Recycling & Disposal Service for Used Oil, Fuel Filters, Rags, and Related Equipment	\$10,000	\$2,195
Barbier Security Group	Security Patrol Services along Right-of-Way	\$200,000	\$175,175
Barnes & Company, LLC	Safety Outreach Services	\$25,000	\$19,838
Beacon Economics	Sales Tax Revenue Forecast Consulting Services	\$10,000	\$10,000
Becoming Independent	Emergency Bus Bridge Services	\$25,538	\$11,588
Bettin Investigations	Background Investigations	\$8,863	\$7,016
Biddle Consulting Group, Inc.	Federal Equal Employment Opportunity Plan Creation and Completion	\$7,500	\$5,000
Big Cat Advertising	Digital Advertisement Services	\$18,000	\$15,000
Biggs Cardosa Associates, Inc.	Engineering Design and Construction Support for Payran to Southpoint Multi-Use Pathway	\$45,779	\$44,351
Bradford D. Andersen dba Andersen Window Tinting	Installation of High Heat Rejecting Tint on DMU Windows	\$4,150	\$4,150
Bright Star Security, Inc.	Security Patrol Services at SMART's Cal Park Tunnel	\$6,100	\$3,988
Burke, Williams & Sorensen, LLP	Litigation Support Services	\$163,513	\$2,306
CALOPPS - City of Foster City	HR Recruitment Services	\$3,500	\$3,500
Certified Employment Group	Temporary Staffing Services	\$42,329	\$17,925
Cinquini & Passarino, Inc.	Right-of-Way Land Surveying and Related Services	\$60,000	\$34,222
Corey, Canapary & Galanis	NTD Compliant Passenger Counting Services	\$33,603	\$33,603
DeAngelo Brothers, LLC (DBI Services)	Vegetation Control Services	\$37,651	\$37,651
Delta Wheel Truing Solutions	Modifications to the Wheel Truing Machine	\$34,911	\$0
Doug Williams	Fire and Life Safety Consultant	\$8,000	\$7,340
Dr. Lance O'Connor	Occupational Health Screening Services	\$3,600	\$340
Dr. Mark Clementi	Pre-Employment Psychological Evaluations	\$25,000	\$17,244
eLock Technologies, LLC	Station Bike Lockers and Maintenance Services	\$54,576	\$39,334
Empire Cleaners	Uniform Dry-Cleaning, Laundering, and Related Services	\$40,000	\$20,295
Emtec Consulting Services, LLC	Oracle Accounting System Support Services	\$50,000	\$7,823
ePath Learning, Inc.	Business Training Library	\$10,005	\$10,005
ePath Learning, Inc.	Cloud-Based Training / Learning Management Software	\$6,180	\$6,180
Everbridge, Inc.	Nixle Computer Software (Cloud-based)	\$11,800	\$11,800
George Hill's Company, Inc.	Third Party Claims Administration Services	\$10,000	\$4,513
GHD, Inc.	SWPP Compliance, AutoCAD Management, Traffic and Hydraulic Analysis	\$95,757	\$63,695
Ghiotti Bros, Inc.	Enhanced Pedestrian Safety Improvements	\$577,604	\$538,158
Golden Gate Bridge, Highway and Transportation District	Customer Service Support Services	\$335,580	\$196,147
Golden Gate Bridge, Highway and Transportation District	Weekend Bus Service between San Rafael Transit Center and Larkspur Ferry	\$68,664	\$19,803
GP Crane & Hoist Services	Cal/OSHA Crane Inspection Services	\$15,000	\$900
Granicus, Inc.	Media Streaming & Internet Broadcasting Services	\$10,348	\$8,623
Granite Construction Company	Non-Motorized Pathway, Payran to Southpoint	\$2,002,053	\$2,001,853
Hanford A.R.C.	Implementation and Monitoring Las Gallinas Creek Riparian Enhancement Plan	\$15,230	\$8,917
Hanson Bridgett LLP	Legal Services	\$170,000	\$119,728
Hogan Lovells LLP	Legal Services - Freight and Passenger Rail Sector	\$100,000	\$31,331

Contractor	Scope	Fiscal Year 19/20 Projected	Fiscal Year 19/20 Actuals-To-Date
Holland Company	Track Geometry and Measurement Services	\$24,000	\$24,000
Hulcher Services, Inc.	On-Call Derailment Services	\$72,000	\$0
Industrial Railways Company	Ballast Car Operations	\$70,884	\$70,884
Innovation Business Solutions	Payroll Processing Solutions	\$35,400	\$22,336
Intellectra, Inc.	Internet/Cellular Tower Maintenance Services	\$40,000	\$22,180
Intelligent Technology Solutions, Inc.	Maximo MMS Implementation and Support Services	\$176,000	\$144,835
Leete Generators	Generator Maintenance	\$1,432	\$1,195
LMI Disability Consulting	Disability Access Consulting	\$12,000	\$2,513
LTK Engineering Services	Vehicle and Systems Design and Construction Management Services	\$178,507	\$169,749
Managed Health Network	Employee Assistance Program (EAP) Services	\$2,338	\$1,922
Masabi LLC	SMART Mobile Ticketing Pilot Project	\$57,600	\$44,500
MaxAccel	Compliance Management Software Design/Implementation/Asset Management	\$14,000	\$11,249
Maze & Associates	Financial Audit Services	\$52,672	\$42,603
MGrodnier, LLC	Project Management Services	\$94,000	\$20,525
Mike Brown Electric Co.	On-Call Electrical Maintenance	\$19,895	\$4,011
Militus, Inc.	Cybersecurity Assessment Services	\$40,000	\$40,000
Militus, Inc.	Cybersecurity Monitoring and Assessment	\$40,000	\$40,000
Modern Railway Systems, Inc.	Design and Construction of Systems Improvements for the Windsor Extension Project	\$1,000,000	\$0
Netspeed Solutions, Inc.	Emergency Telephone Gateway Upgrade for Porto Suello Tunnel	\$5,272	\$5,272
Netspeed Solutions, Inc.	SMART Phone System Maintenance	\$16,050	\$8,732
Netwoven Inc.	SharePoint Maintenance, Support, Implementation, and Related Services	\$48,000	\$42,704
Nextdoor Inc.	Use of Nextdoor Platform for Community Notifications	\$7,600	\$4,513
North Bay SAP Services	Substance Abuse Professional Services	\$3,800	\$0
Northwestern Pacific Railroad Company, Inc.	Provision and Operation of Ballast Car	\$36,000	\$25,760
Occupational Health Centers of CA	Pre-Employment Evaluation Services	\$25,000	\$13,716
Pamco Machine Works, Inc.	Railroad Wheel Pressing Services	\$378,000	\$203,080
Parodi Investigative Solutions	Pre-Employment Background Investigation Services	\$20,000	\$10,150
PFM Financial Advisors, LLC	Financial Advisory Services	\$100,000	\$67,196
Pivotal Vision, LLC	Security Software Licensing	\$2,200	\$2,200
Platinum Advisors, LLC	State Legislative Advocacy Services	\$60,000	\$60,000
Portola Systems, Inc.	SMART Station Network Configuration Services	\$202,541	\$186,634
Portola Systems, Inc.	Uninterrupted Power Supply Battery Backup at SMART Stations	\$63,700	\$30,499
Precision Wireless	Tech Support and Maintenance for Land Mobile Radio	\$25,000	\$5,312
Premier Fall Protection, Inc.	Inspection and Certification Services for SMART's Fall Protection Equipment	\$8,000	\$2,784
Rail Enterprises	Ballast Car Transportation and Logistics Coordination	\$35,000	\$28,914
RailPros, Inc.	Professional Engineering Services for Larkspur Extension	\$217,134	\$179,706
Reyff Electric Company	Installation of Circuits to Wall-Mounted EV Chargers	\$4,320	\$4,320
Santa Rosa Fire Equipment Service, Inc.	SMART Fire Equipment Maintenance	\$7,029	\$1,896
SEFAC USA	Portable Lifting Jack Inspection and Certification Services	\$8,000	\$0
ServPro of Lake Mendocino and Sonoma County	Biohazard Clean-Up and Hazmat Services	\$206,795	\$166,775
Sonoma County Fleet Operation Division	Non-Revenue Fleet Maintenance Services	\$75,000	\$23,203
Sonoma County Probation Department	Right-of-Way Vegetation Control, Brush and Debris Removal, and Homeless Camp Clean-up	\$30,000	\$5,100
Sonoma County Transit	Bus Service Route 56 (North Stations)	\$192,109	\$131,648
Sperry Rail Service	Rail Flaw Detection Services	\$13,500	\$12,819
SPTJ Consulting	Network Infrastructure, Security, Migration and Setup Services	\$365,580	\$161,102

Contractor	Scope	Fiscal Year 19/20 Projected	Fiscal Year 19/20 Actuals-To-Date
Stacy and Witbeck, Inc.	Design/Build Construction of Civil, Track & Structures of Windsor Extension	\$8,300,000	\$3,406,822
Stacy and Witbeck, Inc.	Railroad Track Maintenance, Alignment, and Restoration	\$220,000	\$210,210
Stacy and Witbeck/Herzog, JV	Design/ Build Construction of Civil, Track & Structures Improvements of IOS-1	\$926,000	\$374,768
Stacy and Witbeck/Herzog, JV	Design/Build Construction of Civil, Track & Structures Improvements of Larkspur Extension	\$8,599,958	\$8,130,293
Stantec Consulting Services, Inc.	Environmental Permit Management and Construction Compliance Monitoring	\$54,277	\$6,116
Stericycle, Inc.	Medical Waste Pick-Up and Disposal Services	\$1,918	\$0
Sue Evans	Real Estate Support Services	\$17,849	\$13,412
Sumitomo Corporation	Manufacture & Delivery of Rail Vehicles	\$14,567,201	\$10,317,197
Summit Signal, Inc.	Emergency Call-Out Services for Track and Signals	\$10,000	\$0
Survival CPR & First Aid, LLC	First Aid and CPR Training, AED Compliance Program	\$5,090	\$5,090
Swiftly, Inc.	AVL Mobile Application and Website Interface	\$8,925	\$8,400
Terris, Barnes & Walters	Ballot Measure Communication Consulting	\$15,053	\$15,053
The GBS Group	Internet Connectivity (Wi-Fi) for SMART Trains	\$500,690	\$466,965
Triliant, LLC	Online Training Program	\$2,467	\$2,467
Transportation Certification Services, Inc.	Onsite Inspection and Training Services	\$8,000	\$4,145
Trillium Solutions, Inc.	Transit Feed Mapping Software	\$1,000	\$1,000
United Mechanical Incorporated	Bridge Tender House HVAC Install Project	\$8,749	\$8,749
United Mechanical Incorporated	HVAC Maintenance Services at SMART Facilities	\$20,700	\$12,966
Utah Transit Authority	DMU Wheel Truing Services	\$28,413	\$28,413
Van Scoyoc Associates	Federal Lobbying Services	\$60,000	\$50,000
VenTek Transit Inc.	Clipper Vending Machine Operations and Maintenance Services	\$313,557	\$191,510
VenTek Transit Inc.	Clipper Card Vending Machine Contract Assigned to SMART	\$341,724	\$264,586
WBE	Existing CCTV System On-Call Maintenance	\$50,000	\$8,216
West Coast Arborists, Inc.	Tree Trimming, Removal, and Related Services	\$66,978	\$66,978
WRA Environmental Consultants	Environmental Permitting, Management, & Support Services	\$205,216	\$181,821
	Totals	\$43,276,216	\$29,599,588

Actuals-To-Date includes invoices that have been approved as of May 31, 2020, but may not have been processed in SMART's Financial System



July 15, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

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5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

SUBJECT: Monthly Ridership Report – June 2020

Dear Board Members:

RECOMMENDATIONS: Information Item

SUMMARY:

We are presenting the monthly ridership report for activity for the month of June 2020. This report shows trends in ridership for SMART by tracking Totals, Average Weekday riders, and Average Weekend/Holiday riders via the two methods we employ to track riders on a daily basis: Onboard Counts and Clipper + Mobile App paid fares. The report details bicycles and wheelchairs counted as well.

As discussed in prior presentations to Your Board, both methods of counting are necessary to track progress. Onboard Counts capture all riders, including the riders who are riding during the Free Fare Days or Free Fare Programs offered by Your Board, riders with passes who neglect to tag on or off, as well as categories of riders such as children under five years old. Therefore Clipper + Mobile App paid fare reports do not capture all riders.

This and future reports will compare the most recent month to the same month during the prior year, as is standard industry practice for tracking trends over time. The report also shows progress so far in the Fiscal Year compared to the same time in the last Fiscal Year, to enable tracking of riders relative to budget expectations.

SMART's rider data for May 2020 was posted on the SMART Ridership web site (<http://sonomamarintrain.org/RidershipReports>) and SMART's June 2020 data will be posted once validated.

The June 2020 report covers the gradual continuous increase of riders returning to SMART as Bay Area Counties alter their Shelter-In-Place restrictions, with some beginning to phase the opening of restaurants, retail shops, offices, and other places of work. In response to the pandemic, SMART annulled service on weekends starting March 21 and reduced weekday services, first from 38 to 34 trips, then to 32 trips and, starting April 6, reduced weekday service to 16 trips.

FISCAL IMPACT: None

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Very truly yours,

/s/
Joanne Parker
Programming and Grants Manager

Attachment(s): 1) June 2020 Monthly Ridership Report

JUNE 2020 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors, July 15, 2020

COVID-19 related public health orders to Stay at Home began to be relaxed in phases in the Bay Area during June 2020. Subsequent increases in COVID-19 cases, however, have resulted in some counties reversing or slowing their health order modifications. As a result, a patchwork of restaurants, retail shops, offices, and other places of work have reopened, with some subsequently closing. SMART, as with other Bay Area Transit Agencies, continues to see modest increases in ridership compared to March and April.

SMART modified services in March 2020 due to the pandemic, with weekend service annulled starting March 21/22 and weekday service reduced first by 4 trips (down to 34) on March 23rd, then by another 18 trips, (down to 16), on April 6. The first week of June saw a weekday average ridership of 336. That figure increased 10% to 372 average weekday riders during the first week in July.

SMART's total Fiscal Year 2020 (July 1 – June 30) ridership, including during the COVID period, is down 21% overall. Fare payments through the Clipper and SMART App systems are down 29% in Fiscal Year 2020, due to the COVID-related ridership losses and a variety of Free Fare days and programs offered in Fiscal Year 2020. Weekend/Holiday ridership, not including weekends after March 14-15 due to COVID-related service annulments, is up 3% from Fiscal Year 2019. The Weekender pass celebrating the Larkspur Extension and Veteran/Military Free Veterans-Memorial weekends have contributed to a 10% decrease in fare collection on Weekends/Holidays in FY 2020.

The total number of bicycles is down 6% overall. However, the percentage of riders bringing bicycles onboard grew from 11% in June 2019 to 24% in June 2020 and the first week in July.

MONTHLY TOTALS YEAR-OVER-YEAR	June 2019	June 2020	% Change
Total Ridership (Onboard Counts)	55,700	8,386	-85%
Total Paid Ridership (Clipper + App Only)	49,391	7,897	-84%
Average Weekday Ridership (Onboard Counts)	2,371	381	-84%
Average Weekday Paid Ridership (Clipper + App Only)	2,144	358	-83%
Average Weekend/Holiday Ridership (Onboard Counts)	828	0	-100%
Average Weekend/Holiday Paid Ridership (Clipper + App Only)	651	0	-100%
Total Bikes Onboard	6,213	2,031	-67%
Total Wheelchairs Onboard	137	28	-80%

FISCAL YEAR-TO-DATE	Fiscal Year 2019	Fiscal Year 2020	% Change*
Total Ridership (Onboard Counts)	716,847	567,103	-21%
Total Paid Ridership (Clipper + App Only)	645,222	458,146	-29%
Average Weekday Ridership (Onboard Counts)	2,420	1,945	-20%
Average Weekday Paid Ridership (Clipper + App Only)	2,228	1,633	-27%
Average Weekend/Holiday Ridership (Onboard Counts)	949	979	+3%
Average Weekend/Holiday Paid Ridership (Clipper + App Only)	749	675	-10%
Total Bikes Onboard	69,243	64,869	-6%
Total Wheelchairs Onboard	2,388	2,128	-11%

*NOTES: COVID-19 Stay at Home Orders issued third week of March 2020. SMART annulled services starting March 21. SMART experienced similar ridership reductions to other transit systems in the Bay Area and Nationally. Free fare days and free fare programs offered in Fiscal Year 2020 also contributed to lower Clipper + App numbers than Fiscal Year 2019.



July 15, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

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General Manager

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www.sonomamarintrain.org

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

SUBJECT: Approval of Netwoven, Inc. Contract Amendment No. 1

Dear Board Members:

RECOMMENDATION:

Authorize the General Manager to execute Contract Amendment No. 1 with Netwoven, Inc for SharePoint and Server support services in an amount of \$57,000 for a total not-to-exceed amount of \$218,000 and extend the term of the contract to July 31, 2021.

SUMMARY:

SMART utilizes Microsoft software known as SharePoint to provide document management, shared workplace collaboration, process control and other project needs. SMART also utilizes windows Active Directory for the management of user accounts and hardware. This amendment provides for continued support services for these systems and their associated servers. The support services include weekly health check reports, service pack installations, administrative configuration changes, diagnosis and troubleshooting of software issues. The support services also include monitoring services for Exchange online synchronization, Active Directory, and Data Protection Managers.

SMART staff recommends continuing the use of Netwoven, Inc for a number of reasons. First, Netwoven has provided excellent services and support at a low cost to SMART. Second, Netwoven has direct experience with our SharePoint and Active Directory infrastructure allowing them to continue to provide their excellent support without interruption. Finally, having Netwoven available on call and at a very low cost has helped SMART to minimize the financial impact of unforeseen issues with SharePoint and other server infrastructure.

Staff is recommending approval of Amendment No. 1 in the amount of \$57,000 for Consultant Services, for a total not-to-exceed contract amount of \$218,000.

FISCAL IMPACT: Funding for this amendment is included in the Fiscal Year 2020-2021 budget.

REVIEWED BY: ☐ Finance /s/ ☐ Counsel /s/

Very truly yours,

Bryan Crowley
Information Systems Manager

Attachment (s): Netwoven Inc Consulting Contract Amendment No. 1

**FIRST AMENDMENT TO AGREEMENT FOR CONSULTANT SERVICES
BETWEEN THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT
AND NETWOVEN, INC.**

This First Amendment dated as of July 15, 2020 (the “First Amendment”) to the Agreement for Consultant Services by and between the Sonoma-Marin Area Rail Transit District (“SMART”) and Netwoven, Inc. (“CONSULTANT”), dated as of August 1, 2018 (the “Original Agreement,” and as amended by this First Amendment, the “Agreement”).

RECITALS

WHEREAS, SMART and CONSULTANT previously entered into the Original Agreement to provide Microsoft SharePoint maintenance support, implementation, and related services; and

WHEREAS, SMART to increase the not-to-exceed amount by \$57,000, for a total not-to-exceed amount of \$218,000; and extend the term of the Agreement to June 30, 2021.

NOW, THEREFORE, in consideration of the recitals set forth above and the covenants contained herein, it is mutually agreed by and between the parties that:

AGREEMENT

1. **“ARTICLE 5. PAYMENT”** Article 5 of the Agreement is amended as follows:

In addition to the not-to-exceed amount set forth in the Original Agreement, the contract amount shall be increased by an amount not-to-exceed \$57,000, for the provisions of services, for an aggregate not-to-exceed amount of \$218,000 for the Agreement.

2. **“ARTICLE 6. TERM OF AGREEMENT”** is hereby deleted and replaced in its entirety with the following:

“ARTICLE 6. TERM OF AGREEMENT”. The term of this Agreement shall remain in effect until June 30, 2021, unless terminated earlier in accordance with the provisions of **Article 7** below.”

3. **EXHIBITS**. The following exhibits are attached hereto and incorporated herein:

(a) EXHIBIT A: SCOPE OF WORK

Netwoven, Inc.
Amendment No. 1
Contract No. OT-PS-18-003

The work described in the attached Exhibit A Scope of Work is in addition to the Exhibit A from the Original Agreement dated August 1, 2018.

(b) EXHIBIT B: BUDGET & SCHEDULE OF RATES

Exhibit B to the Agreement shall be replaced with Exhibit B of this First Amendment.

4. Except to the extent the Agreement is specifically amended or supplemented hereby, the Agreement, together with all supplements, amendments and exhibits thereto is, and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect any provision of the Agreement.

THIS SPACE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment as set forth below.

**SONOMA-MARIN AREA RAIL TRANSIT
DISTRICT**

Dated: _____

By _____
Farhad Mansourian, General Manager

NETWOVEN, INC.

Dated: _____

By _____
Its _____

APPROVED AS TO FORM:

Dated: _____

By _____
District Counsel

EXHIBIT A

SCOPE OF WORK

General Objective

The Scope of Work is for SharePoint, Data Protection Manager (DPM), Active Directory (AD), and Exchange Online monitoring, management, and support services.

Project Managers

All work will be initiated, coordinated, and approved by IT Manager, Bryan Crowley, or his designee. Each request for work should be delivered to Consultant in writing.

Detailed Scope of Work

SharePoint Managed Services Scope

- 1) Consultant will perform daily monitoring of server health and usage and provide SMART with weekly reports.
- 2) Consultant shall perform diagnostic logging configuration, monitoring, and support.
- 3) Consultant shall perform event throttling configuration, monitoring, and support.
 - i) Logging events depending on severity with events of the highest severity being logged both at the Windows Event Log and SharePoint ULS/Trace logs. Events of lower severity shall be logged only at the ULS/Trace logs.
 - ii) Event throttling controls will be category specific that directly map to SharePoint Server functionalities. These categories to be reviewed and approved by SMART'S IT Manager.
- 4) Consultant shall provide SharePoint site health and usage data collection.
 - i) Trace log management Best Practices shall be implemented to ensure disk space does not fill up too quickly.
 - ii) Timer job configuration shall be maintained to perform monitoring tasks and data collection monitoring.
- 5) Consultant shall provide SharePoint Health Analyzer configuration, monitoring, and support.
 - i) Creation of rules to set up logging of failures.
 - ii) Custom Views will be set-up per SMART'S requirements and will be reviewed and approved by SMART IT Manager.
- 6) Creation of reports.
 - i) Out of Box reports to be configured and new reports specific to SMART to be created.
 - (i) These reports may include, but are not limited to, the following:
 1. Administrative Reports such as search reports.
 2. Information Management Policy usage reports.
 3. SharePoint system and server health reports.
 4. Web Analytics reports that include website traffic.
 5. SharePoint Search Query Reports.
 6. Custom Reports (Report Builder).

- ii) All reports will be reviewed and approved by SMART'S IT Manager.

Data Protection Manager (PPM), Active Directory (AD) Managed Services, and Exchange Online Monitoring and Support Scopes:

- 1) Data Protection Manager monitoring scope:
 - a) Daily monitoring of backup activities.
 - b) Management of weekly scheduled data protection activities.
 - c) Monitoring of daily schedules and reports.
 - d) Provide comprehensive information about alerts and job statuses.
 - e) Weekly review of backup disc space.
- 2) Active Directory monitoring scope:
 - a) Daily monitoring of directory replication.
 - b) Troubleshooting assistance with DNS issues.
 - c) Weekly monitoring of Active Directory audit logs and alerts.
 - d) Performance metrics for Active Directory server and publishing of weekly reports.
- 3) Exchange Online monitoring and support scope:
 - a) Daily performance metrics of Exchange Server Online.
 - b) Daily monitoring of mail transport and tracking failure report.
 - c) Daily spam transaction monitoring.
 - d) Shared mailbox and user mailbox growth monitoring and analysis.
 - e) Analysis and proactive troubleshooting based on Mail Protection Report.
 - f) Message Tracing.
 - g) Support and troubleshooting for email flow issues.

ACCEPTANCE OF WORK

All maintenance work will be reviewed and approved by SMART'S IT Manager prior to monthly invoice being paid to consultant.

SMART PROVISIONS

- 1) Sonoma-Marín Area Rail Transit will be responsible for the prioritization decisions and overall team direction; making final decisions about scope, approach, risk management, and issue resolution.
- 2) All Sonoma-Marín Area Rail Transit sponsors, stakeholders, and other resources required for all projects will be accessible in a reasonable amount of time.
- 3) Sonoma-Marín Area Rail Transit will provide all required permissions in order to complete all scopes of work when projects are initiated.
- 4) Sonoma-Marín Area Rail Transit will install and provide access to appropriate hardware and software required for the project team to perform the tasks outlined in this proposal in a timely manner.
- 5) Remote access to Sonoma-Marín Area Rail Transit's internal network for the project team will be provided promptly at the beginning of each project.

EXHIBIT B
BUDGET & SCHEDULE OF RATES
FEE SCHEDULE

Description of Work	Monthly Cost
SharePoint, Exchange Online, Data Protection Manager, and Active Directory Maintenance Services	\$4,000

SharePoint, Exchange Online, Data Protection Manager (DPM), and Active Directory (AD) managed services will be invoiced on a monthly frequency in arrears. The amounts listed above include all labor, supervision, insurance costs, all applicable taxes, and any other direct or indirect cost associated with each project and scope of work. In the event that emergency or unforeseen out-of-scope work is required which is not listed in the Exhibit A above, consultant will be paid on a time and materials basis. Consultant shall prepare a written quote containing labor hours by job classification for the work. SMART'S IT Manager or his designee will be required to provide written approval of the work prior to any work being performed. The following are the agreed upon rates by classification for any time and materials work. All required equipment or materials (if any) to perform the job shall be invoiced to SMART at cost.

The total Amendment No. 1 budget for on call out of scope services provided between 7/31/2020 and 7/31/2021 shall be \$9,000.

Classification	Hourly Rate
Offshore Infrastructure Architect / Project Manager	\$55.00
Offshore Senior SharePoint Admin	\$32.00
Offshore Senior SharePoint Developer	\$32.00

Budget Line Item	Not To Exceed Amount
SharePoint, Exchange Online, Data Protection Manager, and Active Directory Maintenance Services	\$48,000
On Call Support	\$9,000
TOTAL Amendment 1 NOT TO EXCEED	\$57,000
TOTAL New Contract NOT TO EXCEED Including Amendment 1	\$218,000



July 15, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
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Highway/Transportation District

Judy Arnold
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SUBJECT: Authorize the General Manager to Issue a Purchase Order for 96 Train Wheelset Components (Journal Bearings) to Bearing Engineering Company in the amount of \$165,468.80.

Dear Board Members:

RECOMMENDATION:

Your Board-Approved Fiscal Year 2021 Budget includes the purchase of new journal bearings for use by SMART's Vehicle Maintenance Department in conjunction with required maintenance activities on the Diesel Multiple Units (DMUs). Staff recommends authorizing the General Manager to issue a Purchase Order to Bearing Engineering Company in an amount of \$165,468.80 to purchase a total of 96 train wheelsets components (Journal Bearings).

SUMMARY:

A formal Invitation for Bid was issued on September 30, 2019 to procure these wheelset components (Journal Bearings). The bid was divided into a base order quantity of 80 consisting of two models: BT2-8609 AB-01 (Quantity of 50) and BT2-8606 AB (Quantity of 30) and an option to purchase additional units the following year. SMART received a total of 4 bids from the following vendors:

BASE ORDER		
Company	BT286-06 AB-01	BT286-06 AB
Bearing Engineering Company	\$1,549.00	\$1,433.00
Jamaica Bearings Co., Inc.	\$1,885.21	\$1,745.47
Kaman Industrial Technologies	\$1,625.00	\$1,490.00
Motion Industries	\$1,841.44	\$1,702.74

Bearing Engineering Company was the lowest responsive responsible bidder of the four bids received. On November 20, 2019, SMART's Board of Directors authorized the General Manager to award the initial purchase order to Bearing Engineering Company for the 80 train wheelset components (Journal Bearings).

Included in the Invitation for Bid was an option for SMART to purchase additional train wheelset components (Journal Bearings) above the base order at a set price valid until November 3, 2020. The below table includes the bid results for the additional journal bearings that could be optioned above the base bid.

OPTION		
Company	BT286-06 AB-01	BT286-06 AB
Bearing Engineering Company	\$1,622.00	\$1,499.00
Jamaica Bearings Co., Inc.	\$1,885.21	\$1,745.47
Kaman Industrial Technologies	\$1,625.00	\$1,490.00
Motion Industries	\$1,841.44	\$1,702.74

SMART is utilizing the option available in the bid to purchase 96 additional train wheelset components (Journal Bearings). The 96 train wheelset components are split between the models as follows: 46 of Model BT286-06 AB-01 and 50 of Model BT2-8606-AB. Due to an over shipment by the manufacturer on the base order quantity, Bearing Engineering Company agreed to hold the original base bid price for the over-shipped units resulting in a net savings to SMART of approximately \$1,200.

Staff recommends that your Board authorize the General Manager to issue a Purchase Order to Bearing Engineering Company in the amount of \$165,468.80 for 96 wheelset components (Journal Bearings).

FISCAL IMPACT: Funds for the purchase are included in the approved Fiscal Year 2020-21 operations budget.

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Very truly yours,

/s/
Ken Hendricks
Procurement Coordinator



July 15, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

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SUBJECT: Approve SMART Projects and Commitment Letters for the
Regional Transportation Plan – Metropolitan Transportation Commission
(MTC) *Plan Bay Area 2050*

Dear Board Members:

RECOMMENDATIONS:

- 1) Review the status of SMART's projects within the context of long range regional and county transportation plans,
- 2) Approve the SMART commitment letters submitted to MTC pursuant to Board authorization in May 2019, and
- 3) Request MTC amend their *Plan Bay Area 2050* financially constrained transportation project list, so that SMART can be eligible to receive outside funding, to include:
 - SMART Windsor to Healdsburg,
 - SMART Healdsburg to Cloverdale, and
 - SMART to Solano (Novato to Suisun)

BACKGROUND:

Every four years the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a long-range planning document to guide future transportation investments for the nine county Bay Area. For projects to be eligible to seek Federal, State or Regional grant funds, the project must be included in the financially constrained adopted RTP/SCS transportation project list. The last RTP/SCS was known as Plan Bay Area 2040 and was adopted by MTC in August 2017. Immediately following that plan adoption, MTC staff began development of a scenario planning process, Horizon, and the update to the RTP/SCS known as *Plan Bay Area 2050*. The current update process is scheduled to have a final draft and environmental document expected by the end of 2020 and plan adoption in 2021. The document will be in effect for four years to 2025.

The plan in effect now, *Plan Bay Area 2040*, has a financially constrained transportation project list that includes SMART's rail extension north as far as Windsor. At the time of the plan's finalization in 2017, SMART requested of MTC to include an additional station (Healdsburg) in the plan so that SMART could seek additional grant funds to extend further north during the four years the plan would be in effect. MTC informed SMART that a request to amend the plan could be made once SMART was complete to Windsor.

In April 2018, SMART secured a State Transit and Intercity Rail grant to partially fund construction of the extension to Windsor. In July 2018, Regional Measure 3 was passed by the voters and included partial funding for the named priority project "SMART to Windsor and Healdsburg". In August 2018, SMART secured a Federal Railroad Administration grant to partially fund the construction of the Windsor Extension. In June 2020, SMART secured a final construction grant from State Affordable Housing and Sustainable Communities to complete construction of the extension to Windsor. With the Windsor extension fully funded through outside grants, now the focus can transition to seeking outside funding to construct the SMART extension between Windsor and Healdsburg.

During the development of *Plan Bay Area 2050*, communications and briefings on the status of SMART to MTC have occurred on several occasions. On September 19, 2019, MTC Commissioners Mackenzie, Rabbitt, and Connolly, and General Manager Mansourian met with new MTC Executive Director McMillan and Deputy Executive Director Bockelman. During that briefing, concerns were raised that SMART's extension to Healdsburg and Cloverdale was previously left out of Plan Bay Area 2040. MTC executives promised a fresh look at the plan criteria.

On October 3, 2019, North Bay MTC Commissioners met in Healdsburg and were briefed by our General Manager on the proposed 2050 Plan. A number of these Commissioners then visited the Healdsburg railroad depot and supported to include this project in the upcoming plan.

On April 10, 2020, North Bay MTC Commissioners sent the attached letter to MTC executive director providing MTC with the list of projects that they support for Federal COVID-19 related Economic Stimulus funding, including the part of the SMART to Healdsburg extension that have federal environmental clearance and are quickly "Ready-to-Go" for construction.

It must be reiterated that if SMART projects are not listed in the Plan Bay Area 2050, they are not eligible to seek and receive any outside funding for the time the plan is in effect (2021-2025).

MTC Plan Bay Area 2050 Development Process

Plan Bay Area 2050 is developed in partnership with the County Transportation Agencies (CTAs), each of which are tasked with developing their own long-range transportation plans and providing MTC with a prioritized list of transportation investments to be funded using a budget of planned locally prioritized grant and other funds. In SMART's case, there are two primary CTAs, the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM).

SMART also works with Napa Valley Transportation Authority (NVTA) and Solano Transportation Authority (STA). As a multi-county transit project sponsor, SMART was requested to have independent SMART Board action to prioritize submittal of projects for inclusion in the CTA plans and in the regional *Plan Bay Area 2050*. Your Board took that action in May 2019 regarding a list of SMART project priorities and authorized the General Manager to amend or modify proposed projects as needed during the Plan Bay Area 2050 project evaluation process. That staff report and list of projects is attached.

Each of the CTAs has taken action to financially constrain their list of prioritized projects to be funded with future grant and other funding within their county-level budgets. SCTA has included locally controlled grant funds for SMART's northern extensions in their list of projects (attached).

MTC developed a Project Performance Assessment and Project Commitment Process as part of Plan Bay Area 2050 (<https://www.planbayarea.org/2050-plan/plan-bay-area-2050>). Within their Project Performance Assessment process, despite being categorized as "Low Cost Regional Rail Network Extension" and supporting all five of the plan goals (Affordable, Connected, Diverse, Healthy, Vibrant), the SMART rail projects were deemed to be not cost effective using regional metrics. SMART was asked to write project Commitment Letters by early April 2020 with the guidance that they were to provide performance and local funding commitments, namely the SCTA's funding commitment made through their long-range countywide plan. SMART submitted two commitment letters, attached, pursuant to the authority granted by Your Board along with the *Plan Bay Area 2050* project submittal list in May 2019.

On Friday, July 10, 2020, the Joint MTC Planning/Association of Bay Area Governments (ABAG) Administration committee heard the most recent update on the "Plan Bay Area 2050 Draft Blueprint: Key Findings" in advance of upcoming MTC stakeholder workshops later in July. The SMART to Cloverdale and SMART to Solano (Novato to Suisun) projects are not included in the "Plan Bay Area 2050 Draft Blueprint" financially constrained transportation project list before the committee. Caltrans has written the attached letter to MTC and this Committee requesting the SMART projects be included in *Plan Bay Area 2050*.

CONCLUSION

MTC's is requiring Board approval of any commitment letters by the end of July 2020. MTC is also requesting public comment on their "Plan Bay Area 2050 Draft Blueprint: Key Findings" between July 10 and August 10, 2020. It is recommended that Your Board approve the attached SMART commitment letters and request MTC amend their *Plan Bay Area 2050* financially constrained transportation project list, so that SMART can be eligible to receive outside funding, to include

- SMART Windsor to Healdsburg,
- SMART Healdsburg to Cloverdale, and
- SMART to Solano (Novato to Suisun)

FISCAL IMPACT: None immediately. However SMART will not be able to seek outside grant funding to complete further rail extensions for the four years *Plan Bay Area 2050* will be in effect (2021-2025), unless SMART's projects are included in the *Plan Bay Area 2050* financially constrained transportation project list.

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Very truly yours,

/s/

Joanne Parker

Programming and Grants Manager

Attachments:

1. North Bay MTC Commissioners April 2020 Federal Economic Stimulus Priority Projects Letter
2. SMART Board, May 15, 2019, *Plan Bay Area 2050* Project Submittal
3. SCTA *Plan Bay Area 2050* Priority Project List
4. SMART April 2020 *Plan Bay Area 2050* Commitment Letter SMART to Cloverdale
5. SMART April 2020 *Plan Bay Area 2050* Commitment Letter SMART to Solano
6. Caltrans June 2020 Support Letter for SMART Projects in *Plan Bay Area 2050*



April 10, 2020

Via Electronic Mail

Page 1 of 2

Therese McMillan, Executive Director
Metropolitan Transportation Commission
 Bay Area Metro Center
 375 Beale Street, Suite 800
 San Francisco, CA 94105-2066

RE: Opportunities for Economic Stimulus - North Bay Counties List of Shovel Ready Projects

Dear Ms. McMillan:

On behalf of the four North Bay Counties of Marin, Napa, Solano and Sonoma, we are forwarding you a list of shovel ready projects that, if funded, would greatly assist the North Bay and Bay Area economies. As we work to protect our residents from the tragic health impacts brought on by the spread of the Coronavirus (COVID-19), the economic impacts to our community are severe. The American Recovery and Reinvestment Act in 2009 taught us well that construction and infrastructure projects, including transportation, are an essential employment and economic activity that can spur economic growth. We prepared this list of shovel ready projects in response to a request from the Bay Area Council and in preparation for emerging discussions in Sacramento and in Washington, DC on the need for economic stimulus.

As you are aware, all but essential workers (such as health care, public safety, food supply chain, etc.) are either working from home, or in many cases, have lost their jobs as numerous local businesses have closed their doors. Our counties, local cities, CTAs, and local transit operators are working together during this public health crisis to provide and maintain mobility options for essential workers and for essential trips by residents to the grocery store, pharmacies, and medical facilities. We were pleased to learn of the passage of the Coronavirus Aid, Relief and Economic Security (CARES) Act last week, which will provide \$25 billion in critically needed funding for the nation's transit operators with an estimated \$1.3 billion for Bay Area transit operators, including North Bay transit operators.


This attached list of shovel ready transportation infrastructure projects for the four North Bay Counties will provide the MTC region and the State of California a remedy to both mitigate some of the negative economic impacts from the pandemic and lead to faster economic recovery. The list of shovel ready projects includes the projected year to begin construction and the amount of funding necessary to move these projects into construction.

These are challenging times and these projects will greatly enhance the mobility of the North Bay Counties and the Bay Area and support thousands of critical construction related jobs, both during the pandemic crisis and after. We request MTC partner with our four CTAs to identify opportunities at the regional level and those that may emerge at the state and federal levels in the coming months.

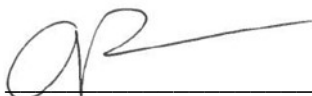
North Bay CTAs Ltr. dated April 10, 2020 to MTC's T. McMillan
Subject: Opportunities for Economic Stimulus - North Bay Counties List of Shovel Ready Project


Thank you for your consideration.

Sincerely,


Damon Connolly
MTC Commissioner, Marin County


Jake Mackenzie
MTC Commissioner, Sonoma County


Alfredo Pedroza, Vice Chair
MTC Commissioner, Napa County


David Rabbitt
MTC Commissioner, Sonoma County


James Spering
MTC Commissioner, Solano County

Attachments:

- A. North Bay Shovel Ready Projects List – County by County
- B. North Bay Shovel Ready Projects List – By Construction Year

Cc: Scott Haggerty, Chair, Metropolitan Transportation Commission
Daryl Halls, Executive Director, Solano Transportation Authority
Kate Miller, Executive Director, Napa Valley Transportation Authority
Anne Richman, Executive Director, Transportation Authority Marin
Suzanne Smith, Executive Director, Sonoma County Transportation Authority

North Bay CTA Shovel-Ready Project List - 4/6/2020

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
Marin County	Sir Francis Drake Corridor Rehabilitation Project	Rehabilitate Sir Francis Drake Boulevard between Highway 101 and the Ross Town limits, including the following improvements: intersection and traffic signal improvements, street lighting, pedestrian accessibility improvements, pedestrian path widening, asphalt pavement resurfacing, utility and drainage improvements, traffic striping, and landscaping improvements.	June 2020	\$26.8	\$7
TAM	Marin-Sonoma Narrows (MSN) B7/B8 Project	Last HOV gap closure on Highway 101 for the entire corridor located in northern Novato	July 2020	\$142	\$130
TAM	North-South Greenway Multi-Use Path Gap Closure Project	The North-South Greenway is a non-motorized bicycle and pedestrian transportation network connecting San Francisco County with Sonoma County. The Central arin portion of the Greenway has been pursued since 2004. The project will close the gap between the existing pedestrian bridge over Sir Francis Drake Blvd and existing multi-use path at Wornum Drive. The project is being implemented in phases with the major component located within the state highway ROW.	Aug 2020	\$15.5	\$2.0
TAM	US 101 Bellam Interchange Improvements	Safety Project to remove daily back-ups onto southbound U.S. 101. Project will separate regional traffic from local traffic by adding a second off-ramp lane and an additional right turn lane modifications will reduce conflicts from the I-580 Bellam off-ramp.	Sept 2020	\$6.3	\$3.2
Marin Transit	Countywide Bus Stop Improvement Program	Improve accessibility and upgrade amenities at up to 20 stops throughout Marin County	Sep 2020	\$1.2	\$1.2
Marin Transit	Electric Bus Charging Infrastructure	Electrical upgrades and charger installation for four electric buses	Sep 2020	\$0.5	\$0.5
TAM	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	Nov 2020	\$40	\$40
SMART	Blackpoint Bridge Replacement	Replace Blackpoint Bridge - system need with immediate freight rail and US Coast Guard waterway shipping benefits, with additional future passenger rail benefits as part of the Novato-Suisun SMART rail project	March 2021	\$54	\$54
Marin Transit	Facility Improvements	Preliminary Engineering and Design work for an Operations and Maintenance Facility; Electrical upgrades and charger installation for non-revenue vehicle	TBD	\$0.14	\$0.14
Marin Totals	9 Total Projects			\$286.44	\$238.04
Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
SCTA	SMART rail extension to Windsor, capital costs (incl. systems work)	Extend passenger rail service to the Town of Windsor, including all PTC systems work	2020	\$65	\$40
SCTA	SMART rail extension to Healdsburg, systems work	Extend passenger rail service to the Town of Healdsburg including all PTC systems work	2020	\$30	\$30
SCTA	Sonoma County Transit Maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$2	\$2
SCTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	2020	\$55	\$55
SCTA	Santa Rosa Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$1	\$1
SCTA	2020 Street Construction and Improvements Project - Cotati	Rehabilitate existing roadways for the Hub Streets and W. Sierra Avenue to W. School Street and enhance bicycle and pedestrian safety features	2020	\$4	\$4
SCTA	Chase Street Bridge Replacement - Sonoma	Upgrading a deficient bridge to provide a safe and adequate creek crossing for vehicles, bicycles and pedestrians; two vehicle lanes, with shoulders and sidewalks on both sides of the lanes	2020	\$2	\$2
SCTA	Petaluma Transit facility roof replacement	Provide facility improvements to support bus service operations	2020	\$0.1	\$0.1
SCTA	SMART Petaluma Station	Construct the second station in Petaluma providing access to residents on the east side of town to rail service	2021	\$11	\$11
SCTA	Hearn Avenue Interchange	Improve connectivity between affordable neighborhoods and reatil and commercial job centers via a new interchange with added capacity for vehicles, bus routes and new bicycle and pedestrian access.	2021	\$32	\$18
SCTA	SR 116/121 intersection improvements	Remove a right turn lane and install a roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The park and ride lot will be relocated and the capacity will remain the same in the new location.	2022	\$22	\$20
SCTA	Hwy 101 Bike/Ped Overcrossing	Provide safe bike and pedestrian connection across Hwy 101 between Santa Rosa Junior College on the east side and SMART passenger rail and retails centers on the west side	2022	\$16	\$14
Sonoma Totals	12 Total Projects			\$240.1	\$197.1

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
NVTA	Vine Maintenance Facility	Build new 6-bay aintenance facility in Napa County to support the Vine transit System, replacing 50 year old obsolete facility. The project includes modern bus wash and electric fueling infrastructure.	August 2020	\$32	\$20
NVTA	Imola Park and Ride	The Imola Park and Ride is located adjacent to SR 29 and is a state-owned facility. The project includes a complete rehabilitation of the park and ride to improve safety and transit operations and adds pedestrian access to two new SR 29 on highway transit passenger facilities and related pedestrian facilities.	September 2020	\$3	\$0.5
NVTA	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).	September 2020	\$16	\$10
NVTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$35	\$35
NVTA	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.	March 2021	\$7	\$5.8
NVTA	Soscol Junction (SR 29/SR 221 Interchange)	Construct interchange at SR 29/SR 221 in Napa County. Replaces signaled intersection with an overpass on SR 29 and double roundabouts underneath the superstructure to allow multi-modal turning operations in all directions. (This project is adjacent to a Priority Production Area)	June 2021	\$65	\$20
NVTA	St. Helena to Calistoga Vine Trail (Class 1)	Complete a 10 mile class 1 bike and pedestrian facility connecting the cities of Calistoga and St. Helena. When completed, the Vine Trail will be a 47-mile facility connecting the Napa Valley to the Vallejo Ferry Terminal. (This project is in a Priority Conservation Area).	June 2021	\$13	\$3
Napa Totals		7 Total Projects		\$171	\$94
Agency	Project	Description	CON Readiness	Total Project Cost	Proposed Requested Amount
STA	I-80/I-680/SR 12 Interchange Project – Package 2A	Construct widened connector from SR37 to I-80, eliminate weave from I-80 to I-680.	July 2020	\$93.7	\$16.7
STA - City of Fairfield	Hannigan Rail Station Depot Building & Access	Construct a new train station depot building and new 119 parking spaces	Sept 2020	\$8	\$8
STA - City of Vallejo	Vallejo Station Phase B	Construct an 800+ space parking garage, part over 1,000 units of TOD housing around the Vallejo Ferry terminal	Sept 2020	\$30	\$20
STA	I-80 Managed Lanes Project (Red Top Rd to I-505)	Construct 18 miles of managed lanes, promote regional transit and carpooling	Oct. 2020	\$275.8	\$133
STA - City of Fairfield	Jepson Pkwy Phases 2B & 2C	Widen segment of Vanden Rd from 2 lanes to 4 lanes, last two segment of the Jepson Parkway; currently a bottleneck.	Oct 2020	\$44	\$26
STA - Solano County	County Road Safety Improvements	Overlay County Roads along identified safety corridors, including biking, safety equipement and striping and operational improvements	October 2020	\$5	\$5
STA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$50	\$50
STA - City of Dixon	Parkway Blvd. Overcrossing	Construct an overcrossing of UPRR for safety, traffic operations, and to promote housing.	Dec 2020	\$20	\$15
STA - City of Vacaville	I-505/Vaca Valley Interchange	Construct three roundabouts at I-505 Vaca Valley to improve safety and traffic operations.	Dec 2020	\$15.5	\$7.5
STA	SR 37/ Fairgrounds Dr. Interchange	Redesign the Fairgrounds Dr interchange to improve capacity, operations, and pedestrian safety.	May 2021	\$24	\$4
STA - City of Vallejo	Bay Trail/Vine Trail	Construct 6 miles of new Bay/Vine Trail in Vallejo	June 2021	\$8	\$2
STA – Sol Trans/FAST	SolanoExpress Electrification Infrastructure	Construct electrical upgrades at the Soltrans and FAST maintenance yards to allow for the electrification of SolanoExpress intercity buses.	June 2021	\$25	\$15
STA	I-80 Eastbound Truck Scales	Construct a odern, safe, and efficient truck scales on Eastbound I-80, similar to the WB side.	June 2023	\$230	\$125
Solano Totals		14 Total Projects		\$829	\$427
4 Northbay Counties		SR37 – Congestion relief from SR121 to Mare Island (Segment B)	Oct 2022	\$200	\$150
North Bay Totals		42 Total Projects		\$1,726.54	\$1,106.14

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TAM	Marin-Sonoma Narrows (MSN) B7/B8 Project	Last HOV gap closure on Highway 101 for the entire corridor located in northern Novato	July 2020	\$142	\$130
STA	I-80/I-680/SR 12 Interchange Project – Package 2A	Construct widened connector from SR37 to I-80, eliminate weave from I-80 to I-680.	July 2020	\$93.7	\$16.7
TAM	North-South Greenway Multi-Use Path Gap Closure Project	The North-South Greenway is a non-motorized bicycle and pedestrian transportation network connecting San Francisco County with Sonoma County. The Central Marin portion of the Greenway has been pursued since 2004. The project will close the gap between the existing pedestrian bridge over Sir Francis Drake Blvd and existing multi-use path at Wornum Drive. The project is being implemented in phases with the major component located within the state highway ROW.	Aug 2020	\$15.5	\$2.0
NVTA	Vine Maintenance Facility	Build new 6-bay maintenance facility in Napa County to support the Vine transit System, replacing 50 year old obsolete facility. The project includes modern bus wash and electric fueling infrastructure.	August 2020	\$32	\$20
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Marin Transit	Countywide Bus Stop Improvement Program	Improve accessibility and upgrade amenities at up to 20 stops throughout Marin County	Sep 2020	\$1.2	\$1.2
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NVTA	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).	September 2020	\$16	\$10
STA - City of Fairfield	Hannigan Rail Station Depot Building & Access	Construct a new train station depot building and new 119 parking spaces	Sept 2020	\$8	\$8
STA - City of Vallejo	Vallejo Station Phase B	Construct an 800+ space parking garage, part over 1,000 units of TOD housing around the Vallejo Ferry terminal	Sept 2020	\$30	\$20
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SCTA	SMART rail extension to Healdsburg, systems work	Extend passenger rail service to the Town of Healdsburg, including all PTC systems work	2020	\$30	\$30
SCTA	Sonoma County Transit Maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure		\$2	\$2
SCTA	Santa Rosa Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$1	\$1
SCTA	2020 Street Construction and Improvements Project - Cotati	Rehabilitate existing roadways for the Hub Streets and W. Sierra Avenue to W. School Street and enhance bicycle and pedestrian safety features	2020	\$4	\$4
SCTA	Chase Street Bridge Replacement - Sonoma	Upgrading a deficient bridge to provide a safe and adequate creek crossing for vehicles, bicycles and pedestrians; two vehicle lanes, with shoulders and sidewalks on both sides of the lanes	2020	\$2	\$2
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SCTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$55	\$55
NVTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$35	\$35
STA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$50	\$50
STA - City of Dixon	Parkway Blvd. Overcrossing	Construct an overcrossing of UPRR for safety, traffic operations, and to promote housing.	Dec 2020	\$20	\$15
STA - City of Vacavill	I-505/Vaca Valley Interchange	Construct three roundabouts at I-505 Vaca Valley to improve safety and traffic operations.	Dec 2020	\$15.5	\$7.5
2020 Totals	28 Total Projects			\$1,019.4	\$664.2

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
NVTA	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.	March 2021	\$7	\$5.8
SMART	Blackpoint Bridge Replacement	Replace Blackpoint Bridge - system need with immediate freight rail and US Coast Guard waterway shipping benefits, with additional future passenger rail benefits as part of the Novato-Suisun SMART rail project	March 2021	\$54	\$54
STA	SR 37/ Fairgrounds Dr. Interchange	Redesign the Fairgrounds Dr interchange to improve capacity, operations, and pedestrian safety.	May 2021	\$24	\$4
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STA – SolTrans/FAS	SolanoExpress Electrification Infrastructure	Construct electrical upgrades at the Soltrans and FAST maintenance yards to allow for the electrification of SolanoExpress intercity buses.	June 2021	\$25	\$15
SCTA	SMART Petaluma Station	Construct the second station in Petaluma providing access to residents on the east side of town to rail service	2021	\$11	\$11
SCTA	Hearn Avenue Interchange	Improve connectivity between affordable neighborhoods and retail and commercial job centers via a new interchange with added capacity for vehicles, bus routes and new bicycle and pedestrian access.	2021	\$32	\$20
2021 Totals	8 Total Projects			\$239	\$135
Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
Marin Transit	Facility Improvements	Preliminary Engineering and Design work for an Operations and Maintenance Facility; Electrical upgrades and charger installation for non-revenue vehicle	TBD	\$0.14	\$0.14
SCTA	SR 116/121 intersection improvements	Remove a right turn lane and install a roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The park and ride lot will be relocated and the capacity will remain the same in the new location.	2022	\$22	\$20
SCTA	Hwy 101 Bike/Ped Overcrossing	Provide safe bike and pedestrian connection across Hwy 101 between Santa Rosa Junior College on the east side and SMART passenger rail and retail centers on the west side	2022	\$16	\$14
4 Northbay Counties	SR37 – Congestion relief from SR121 to Mare Island (Segment B)	Add one lane in each direction to reduce travel times and improve safety	2022	\$200	\$150
STA	I-80 Eastbound Truck Scales	Construct a modern, safe, and efficient truck scales on Eastbound I-80, similar to the WB side.	June 2023	\$230	\$125
2022 or Later Totals	5 Total Projects			\$468.14	\$309.14
North Bay Totals	42 Total Projects			\$1,726.54	\$1,108.14



May 15, 2019

Gary Phillips, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Eric Lucan
Transportation Authority of Marin

Joe Naujokas
Sonoma County Mayors' and
Councilmembers Association

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

A handwritten signature in black ink, appearing to read "Farhad Mansourian".

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
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www.sonomamarintrain.org

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

SUBJECT: Review and approve SMART's Projects for the Regional
Transportation Plan - Plan Bay Area 2050

Dear Board Members:

RECOMMENDATION:

Receive any Public Comment on the proposed submittals by SMART to the Metropolitan Transportation Commission for inclusion in the Plan Bay Area 2050, endorse the proposed project list for submittal to the region and to county-level planning agencies, and authorize the General Manager to amend or modify proposed projects as needed during the Plan Bay Area 2050 project evaluation process.

SUMMARY:

Every four years the Metropolitan Transportation Commission (MTC) updates the federally required Regional Transportation Plan, a long-range planning document to guide future transportation investments for the nine county Bay Area. Starting in 2008, California legislation requires each of the state's 18 metropolitan areas to also develop Sustainable Communities Strategies to accommodate future population growth and reduce greenhouse gas emissions from the transportation sector. Those requirements resulted in the first Plan Bay Area to be developed from 2011-2013 and the second Plan Bay Area (2040) to be developed from 2014-2017.

As part of this update to Plan Bay Area 2040, MTC requests the assistance of County Transportation Agencies (CTAs) and multi-county transit project sponsors, such as SMART, through the release of a Call for Projects, the **Plan Bay Area 2050 – Request for Regionally Significant Projects**. In addition, transit operators have also been requested to assist MTC with the development of the Transit Operating and Capital Asset Needs Assessment for Plan Bay Area 2050. This Call for Projects is for new expansion, enhancement or capacity increasing projects, while the Transit Operating and Capital Asset Needs Assessment documents the operating and capital requirements to keep the current transit system functioning.

Included in this regional Plan Bay Area 2050 Call for Projects is guidance for multi-county project sponsors like SMART to also work directly with the county-level planning agencies (the CTAs) for submittal of localized projects. The CTAs and multi-county project sponsors have been asked to allow for public comment on their proposed submittals. As in prior Plan Bay Area updates, SMART has been coordinating with the three CTAs in which SMART owns assets, concentrating on the two CTAs in which SMART operates passenger service. SMART is also coordinating with a fourth CTA during this Plan Bay Area update, due to the nature of the “Horizon” project submittal described later. Those four CTAs are the Sonoma County Transportation Authority (SCTA), the Transportation Authority of Marin (TAM), the Napa Valley Transportation Authority (NVTA), and the Solano Transportation Authority (STA).

Each CTA has been conducting a project public review/comment process and has been providing SMART staff with input they have received from the public related to SMART. The Sonoma County Transportation Authority (SCTA) is also in the process of updating its own 2016 Countywide Transportation Plan (CTP) as a pre-cursor to submitting county-level priorities to Plan Bay Area 2050, with all project sponsors, including SMART, asked to submit long range plan projects as part of that update. The SCTA-CTP Update process was launched at the April 2019 of the SCTA Board. The Transportation Authority of Marin (TAM) has been engaged in public discussions on Plan Bay Area 2050, with a draft project list presented at their Commission meeting in April 2019. Napa Valley Transportation Authority (NVTA) is also in the process of soliciting for Plan Bay Area 2050 projects of interest to Napa and their existing countywide plan, adopted in September 2015, recommends further study of east-west rail connections. The Solano Transportation Authority (STA) had a public hearing for the Plan Bay Area 2050 Call for Projects on May 8, 2019.

For this update to Plan Bay Area, and any county-level plans that feed into the regional-level transportation plan, SMART staff propose continuing to focus on completion of the Measure Q Rail and Pathway program. In order to maintain flexibility during the grant application phase, several of SMART’s projects are designed to be more programmatic in nature (i.e., Station Enhancements), while others are specific to a geographic area (i.e., Rail Extension to Cloverdale). The projects proposed for submittal are identical to the projects approved by the SMART Board in 2015 for the prior regional transportation planning exercise, with the exception of the fully funded projects of Rail Extensions to Larkspur and Windsor, now assumed to be in the region’s “committed” category. The minutes of the SMART Board discussion of the project list from September 2015 (*Agenda Item #7*) and October 2015 (*Agenda Item #7*) are attached. The projects proposed are the following (in alphabetic order):

- Rail Extensions – Windsor to Cloverdale
- Rail Fleet Capacity Expansion
- Rail Freight Improvements
- Rail Operations Facility Capacity Expansion
- Rail – Petaluma Infill Station
- SMART Pathway
- SMART Stations Capital Enhancements

In 2018, MTC also undertook the development of a list of Regionally Transformative Projects by requesting of project sponsors and the general public to submit projects that could “transform” the region, cost more than \$1 billion, and were not submitted through the prior Plan Bay Area 2040 process. This endeavor was named “Horizon”. SMART’s potential rail expansion along the east-west alignment between Marin and Solano Counties and SMART expansion to Richmond from San Rafael, via a new Richmond-San Rafael bridge, were the two SMART-related Horizon projects evaluated.

Once the Plan Bay Area 2050 Call for Projects is complete, MTC and the CTAs will look at all anticipated grant and other funds during the life of the plan and determine which projects will receive those funds. The transportation project list will start as an unconstrained “Vision” list and will be reduced to a financially constrained list of projects to be built between now and 2050.

MTC will also be conducting a project level and program level *Project Performance Evaluation* of the Proposed Projects, during which time MTC may ask for SMART staff to modify the project submittals. During the development of the first Plan Bay Area in 2011-2013, the MTC’s Plan Bay Area *Project Performance Evaluation* process resulted in the recommendation to only allow SMART’s Rail project to be included for construction as far north as Santa Rosa in the financially constrained Plan Bay Area. As part of subsequent negotiations, SMART and SCTA were allowed to include SMART Rail as far north as Windsor for construction and to Healdsburg and Cloverdale for environmental clearance only, with the SMART Pathway included for construction as far north as Cloverdale in the financially constrained Plan Bay Area.

During the development of Plan Bay Area’s update in 2015 - 2016, the MTC’s *Project Performance Evaluation* process again recommended that the SMART Board’s request for inclusion of the construction of the *SMART Rail Extension Sonoma County Airport to Cloverdale* project in the financially constrained Plan Bay Area be denied and revised to include SMART Rail as far north as Windsor for construction and to Healdsburg and Cloverdale for environmental clearance only, with the SMART Pathway included for construction as far north as Cloverdale in the financially constrained Plan Bay Area.

For Plan Bay Area 2050, the individual CTAs are being asked to be involved in the prioritization of projects for the financial constraining of the plan. As part of that prioritization of projects, the CTAs are being asked to account for the regional projects subject to MTC’s *Project Performance Assessment*. The “SMART to Cloverdale” project is included in the MTC Call for Projects attachment as one of the regional projects subject to *Project Performance Assessment* (shown in MTC Call for Projects, Attachment D, Part A).

Plan Bay Area 2050 will be in effect for four years and during that time, if a project sponsor wishes to seek discretionary grant funds for their project, the project must be included in the financially constrained project list to be eligible to apply for the grant funds.

Staff recommends your Board:

- accept public comment related to SMART's submittal to the financially constrained Plan Bay Area 2050 Call for Projects at this meeting and,
- subject to any necessary revisions, endorse the proposed project list for submittal to the region and to county-level planning agencies, and
- authorize the General Manager to amend or modify proposed projects listed during the Plan Bay Area 2050 *Project Performance Evaluation* Process.

FISCAL IMPACT: None at this time. Inclusion in Plan Bay Area 2050's financially constrained transportation project list will enable SMART to seek future grant funds.

REVIEWED BY: [x] Finance  [x] Counsel 

Sincerely,


Joanne Parker
Programming and Grants Manager

Cc: Suzanne Smith, SCTA
Dianne Steinhauser, TAM
Kate Miller, NCTPA
Daryl Halls, STA

Attachment(s): 1) MTC Call for Projects
2) SMART List of Proposed Plan Bay Area 2050 Projects
3) Minutes of SMART Board Discussion of Plan Bay Area 2040 SMART Project Submittals, September 2015 (Item #7) and October 2015 (Item #7)

ATTACHMENT A – Additional Information Sonoma-Marin Area Rail Transit District May 15, 2019		
Project Title	Brief Project Description	Project Capital Cost (2019 dollars, millions)
Rail Extensions – Windsor to Cloverdale	Reconstruction of the publicly owned SMART and NCRA railroads, including civil, track, bridges, vehicle and maintenance yard capacity expansion, and two stations and PTC systems, from Windsor SMART Station (MP 63) to 22 miles north with stations at City of Healdsburg and City of Cloverdale. Includes improvements to allow for rail freight usage. This project has a certified EIR (2008).	364.00
Rail Fleet Capacity Expansion	Expand rail vehicle fleet with addition of cars to enable three car trains along the entire corridor. Phase one fleet consists of 7 two-car (A/B) train sets with 2 additional two-car train sets in operation prior to the start of the Larkspur Extension. SMART extensions northward include additional two-car train sets. This project will provide for build out of SMART's revenue fleet with nine "C"/middle cars or the equivalent.	44.00
Rail Freight Improvements	Improvements along publicly-owned SMART rail right-of-way to accommodate rail freight services and expansions. Programmatic category that could include freight spurs, Positive Train Control/systems and crossing upgrades, track and sidings expansions and bridge improvements.	40.00
Rail Operations Facility Capacity Expansion	Additional capacity at SMART Operations and Maintenance Facility to handle freight locomotive Positive Train Control maintenance and additional SMART train sets and C cars (3rd cars) to meet overall system capacity. Includes expansion of non-revenue vehicle fleet for systemwide services.	25.00
Rail – Petaluma Infill Station	Construct a second SMART station in the City of Petaluma including associated amenities.	11.00
SMART Pathway	Construct the SMART Pathway within or along the SMART rail corridor in Marin and Sonoma Counties. This project has a certified EIR (2008).	40.00
Stations Capital Enhancements	Programmatic project at or around SMART stations (\$8 million per station). Projects at each station vary, may have multiple project sponsors and include, but are not limited to, station furniture additions, enhanced ADA-related accessibility features, landscaping enhancements, wayfinding, bicycle parking/sharing, real time transit signage, intermodal improvements, security enhancements and other capital improvements for programs such as car sharing.	120.00
Stations Local Transit Service Enhancements	Programmatic project to enhance local transit access to/from SMART Stations in partnership with bus operators. Multiple project sponsors and operators possible. \$24 million operating revenue request.	

Project s		Cost in \$M
Santa Rosa	Hearn Avenue Interchange	\$36
Cotati	Cotati Highway 116 Cotati Corridor Improvements	\$20
Windsor	Arata Lane Interchange	\$4
Cotati	Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)	\$56
Petaluma	Petaluma Crosstown Connector and Rainier Interchange	\$123
SCTA	US 101 Marin/Sonoma Narrows (Sonoma)	\$20
Santa Rosa	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	\$72
Petaluma	Road Diet Extension - Petaluma Boulevard South	\$3
SCTA	Enhance bus service frequencies in Sonoma County	\$290
SMART	SMART to Cloverdale	\$49
Projects total		\$673

Programs	
Bicycle and Pedestrian Facilities	100
Emission Reduction Technologies	22
Highway Improvements	107
Intersection Improvements	100
ITS & New Technologies	10
Multimodal Streetscape Improvements	10
Roadway Improvements	100
Transit Capital Projects	105
Transit Improvements - Non Capital	108
Travel Demand Management	10
Programs subtotal	672
Grand Total	\$1,345
County Share	\$1,346
Delta	\$1



April 16, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

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General Manager

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Therese McMillan, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94104-2066

RE: SMART Rail Extension to Healdsburg and Cloverdale – Plan Bay Area 2050
Project Commitment Letter

Dear Ms. *Therese* McMillan,

As you know, SMART is committed to completing the Measure Q voter-approved SMART Rail and Pathway project, with a 70-mile corridor of passenger rail that includes 54-miles of Class 1 Pathway within the railroad right of way along that corridor. We've succeeded, with the Metropolitan Transportation Commission as a strong partner, in constructing and operating service on a 45-mile corridor between Larkspur and Sonoma County Airport, with another 3-mile extension north to Windsor under construction.

Despite numerous challenges, we have returned the publicly owned railroad asset into productive use. We operate passenger rail, dispatch freight rail, and have constructed and maintain numerous SMART Pathway segments along the rail corridor. With the Larkspur regional ferry connection complete and a new service schedule launched in January 2020 providing 38 weekday trips, with 30-minute headways in each direction during commute hours, ridership began to quickly increase, including a growing northbound morning commute (mirroring Highway 101 commute patterns). SMART's average weekday ridership was up 40% in February 2020 over the prior year, with over 73,500 vehicle miles of travel offset per weekday. Our recent unsuccessful sales extension effort has not eliminated our commitment to completing all of the SMART Rail and Pathway project elements and we continue to seek to demonstrate to our voters and tax payers a good faith effort towards fulfilling the mission they approved in 2008.

The fires of 2017 and 2019 were a tremendous test for the North Bay, with the PGE Public Safety Power Shut offs and Kincade Fire of 2019 alone estimated to cost Sonoma County businesses \$725 million in economic loss. The current challenges of the coronavirus pandemic will test all of the Bay Area and will surely make economic recovery for many of Northern Sonoma County's small businesses an even bigger challenge. It is far too soon to know what the long-

term travel behavior impact will be to the regional transportation network from the pandemic, but history has shown that even extended economic downturns don't eliminate a future with a continued need for expanded transportation choices around the entirety of the Bay Area. Until the North Bay's economic prospects brighten, SMART remains committed to a positive economic future for Northern Sonoma County and all of our service area. Despite being a young system, SMART has already proven a catalyst to economic investment in the North Bay, while spurring reorganization of local transit services and micro-mobility options in communities surrounding stations.

With that in mind, this letter and the attachment serve as our submittal of a Project Commitment Letter per the requirements of the Plan Bay Area 2050 Project Performance Assessment process. The attachment outlines our existing policies and programs that support SMART as it continues to evolve as a regional transportation asset. The attachment also outlines highlighted facts of relevance regarding the SMART to Healdsburg and Cloverdale extension and local financial commitments to construct and operate the project.

We encourage you to allow us to bring quality transit service to the northern part of the Bay Area by allowing us be in Plan Bay Area 2050's Financially Constrained Plan so that we may be able to compete for outside grant resources. We appreciate your willingness to consider the greater value of our system to the State and Bay Area, shifting people out of an auto-only approach to regional travel. With your endorsement, SMART will continue to work hard to bring the best product to the voters of Sonoma, Marin and the rest of the Bay Area.

Thank you again, for your leadership during this challenging time and your continued efforts to prepare the Bay Area for a future of transportation resilience and equity. If you have any questions, please call me at 707-794-3057.

Sincerely,

A handwritten signature in black ink, appearing to read 'Farhad Mansourian', with a long horizontal flourish extending to the right.

Farhad Mansourian
General Manager

Cc: SMART Board of Directors
Jake Mackenzie, Metropolitan Transportation Commission
David Rabbitt, Metropolitan Transportation Commission
Damon Connolly, Metropolitan Transportation Commission

Attachment: Supplemental Information

Project General Facts

SMART wants to ensure MTC is aware of the following facts about the SMART Extension to Healdsburg and Cloverdale project:

- The project is ready to go with right-of-way in public ownership, California environmental clearance completed, and existing rail facilities, some of which can be rehabilitated rather than replaced.
- SMART requires the same Positive Train Control system for the extensions as for core of the system and the only contractor who can perform the work is currently mobilized on site with the Windsor extension. Funding and securing their services before the Windsor project demobilization is a high priority for cost containment and system security reasons.
- SMART has a proven track record of constructing the most cost-effective rail system in the Bay Area, with a per-mile capital cost a fraction of other systems. The estimates for Healdsburg and Cloverdale, while escalated for their future year, remain a fixed-guideway bargain.
- The project will provide access to needed economic opportunity for communities with 30+% of residents living in poverty (Per MTC Vital Signs HHI of \$51,500 for family of 4), and that was before the Kincade Fire/PGE Public Safety Power Shutoff event of 2019 or the COVID pandemic of 2020.
- The project will provide rural broadband infrastructure and dark fiber access free to public schools and municipalities, a goal of Sonoma County Broadband Strategic Plan and a needed redundancy during emergencies and stay-at-home orders.
- The project will provide necessary transportation infrastructure redundancy during recurring emergencies, including for evacuations, creating more resilience for the future.
- The project will have freight rail benefits along the North Bay's Highway 101/State Route 37/Highway 580 corridors.
- The project will allow for improved interregional transit access (Mendocino Transit Authority/Amtrak Thruway), supporting the State Rail Plan goal of creating an intermodal transit hub in Cloverdale for the North Coast.
- The project is named in the most recent Plan Bay Area Tribal Nation consultation process from 2017 as the only recommended project priority ("SMART must reach Cloverdale").

Project Financial Commitment

SMART continues to make progress on the Sonoma County Airport to Windsor extension, with contracts awarded and work underway. The SMART Rail Extension to Healdsburg is in the Regional Measure 3 voter approved expenditure plan, albeit without sufficient funding to complete the entire project, by definition requiring outside grant funds to be able to construct. The SMART Rail Extension to Healdsburg and Cloverdale is also in the State Rail Plan and the State has expressed strong interest in Cloverdale functioning as a transit hub for the rural communities of the North Coast.

As SMART has been working to construct and launch rail service between Larkspur and Windsor, the SMART Board has continued to illustrate a strong commitment to complete the system to Healdsburg and Cloverdale. The 2019 SMART Strategic Plan and 2020 Measure I Expenditure Plan each included sufficient local funds for the operation of the rail system to Healdsburg and Cloverdale, though Measure

I did not succeed in achieving a 2/3rd super-majority on March 3, 2020. Some segments of the electorate expressed they didn't vote for Measure I, which would have also provided the majority of operating funds for the entire SMART system, because SMART has not completed construction of the rail project to Healdsburg and Cloverdale. SMART recognizes that fulfilling the mission of extending north is critical to the financial health of the entire system as it will illustrate honest stewardship of public resources, completing the scope of work that was put before the voters with Measure Q in 2008, and demonstrating worthiness for consideration of extension of Measure Q.

The SMART Rail Extension to Healdsburg and Cloverdale has a capital cost estimate, as submitted through the Plan Bay Area process of \$295 million escalated to the 2025 year of expenditure. As part of this Plan Bay Area 2050 development, the Sonoma County Transportation Authority has been developing a Financially Constrained project list for submittal to MTC and on April 13 their Board adopted a capital commitment of \$49 million within their proposed investment strategy.

SMART Policies and Programs

Over the past 3-years, SMART has completed construction of and begun operating 45-miles of passenger rail service, funded and begun construction on an additional 3-miles of rail extending north to Windsor, and implemented a series of forward-thinking policies and programs to create an integrated, multi-modal, Regional Rail facility.

Specifically, SMART has adopted the following programs and policies to enhance the SMART system performance:

- SMART's primary fare collection system is Clipper-only, supplemented by a SMART Mobile Fare App during the first years of service, ensuring fare collection integration with the other Bay Area regional transit operators.
- SMART's adopted fare policy includes a universal transfer credit (\$1.50 Adult/\$.75 Discount), including for pass users, between SMART and six Clipper-enabled transit providers in the North Bay (Golden Gate Bus & Ferry, Marin Transit, Petaluma Transit, Sonoma County Transit, Santa Rosa CityBus, and Napa VINE), universal categories of fare riders, and universal discount rate (50%).
- SMART allows bicycles onboard all train cars, resulting in approximately 11% of riders bringing their bicycles with them for their first and last mile use.
- SMART has partnered with Transportation Authority of Marin and Sonoma County Transportation Authority to implement a pilot North Bay Bike Share program oriented around SMART Stations, to be implemented in the coming year.
- SMART has installed a system-wide electronic BikeLink locker program, consistent with what is used in much of the Bay Area, to provide similar multi-modal facilities at every SMART station, providing options for riders who may not want to bring their bicycles on-board the trains.
- In February 2020, the SMART Board adopted a 50% Discount Fare Policy for Low-Income Riders and requested MTC allow SMART to participate in the Clipper START Program providing regional means-based transit fares. Only one early survey of SMART ridership demographics exists, the 2018 MTC Regional Passenger Survey, which found that SMART carried the same proportion of low-income riders, 26% earned less than \$50,000, as reside in Marin and Sonoma Counties overall.

SMART actively participates in numerous regional and state transit integration planning and implementation activities, including Clipper/C2, FASTER, Seamless Mobility, and California’s Integrated Travel Project (Cal-ITP) to name a few. As evidenced by SMART’s fare technology and policy implementation efforts, SMART remains committed to implementing the most effective technology and policy possible to benefit as much as possible the voters of the North Bay and SMART’s current and future customers. That includes seeking to participate in regional programs as a first choice, rather than developing new systems or programs that are difficult or costly to integrate with the region, or that would create barriers to SMART riders entering the regional transit network seamlessly.

- SMART has chosen Clipper over an independent fare system.
- SMART has chosen BikeLink over a single user bike locker system or a multi-user system that employs different technology than the rest of the Bay Area.
- SMART has requested entry into the regional low-income rider program, Clipper START, rather than initiating a separate means-based fare system as requested by many.

SMART has a track record of choosing to devote the agency’s limited resources towards the activities and outputs that have the greatest regional and transit benefit. When additional specific policies and programs are developed through the many regional transit integration planning activities underway, SMART will work hard to implement the best practices to create the best regional transit and transportation system possible.

Partner Jurisdictions Policies and Programs

In addition to the policies and programs for which the SMART Board is responsible, SMART’s partner jurisdictions have implemented a host of programs and policies that will enhance the SMART system performance and lead to a more integrated transportation and land use network, ultimately resulting in fewer greenhouse gas emissions.

- SMART’s partners, the Transportation Authority of Marin and Sonoma County Transportation Authority, have established Emergency Ride Home programs to provide employees alternative transportation options home if they took a SMART train to work.
- SMART’s partners the Transportation Authority of Marin and Marin Transit have enlisted transportation ridesharing services to provide First-Last Mile transportation around Marin SMART Stations.
- Most of the stations along the corridor have completed MTC-funded SMART Station Area Plans, including Cloverdale and Healdsburg, where local jurisdictions have been able to engage the community around local land use and integration with SMART’s Rail and Pathway system. Many of these SMART station areas are also MTC-recognized Priority Development Areas.
 - Cloverdale and Healdsburg each have voter approved Urban Growth Boundaries to limit sprawl (2010 and 2012, respectively).
 - In March 2020, Healdsburg voters amended their growth ordinance to expand the allowable number of multi-family affordable units for rent or sale annually.
 - Cloverdale’s MTC-recognized Priority Development Area has doubled the number of housing units permitted or planned within the past year alone. Cloverdale council members have reported to SMART staff that significant capacity exists to add housing units within Cloverdale, but, unfortunately, most housing developers approaching Cloverdale since 2012 have told the City they wouldn’t build the housing until the arrival

of the SMART train. One exception is the 2016 USDA-funded 3-story low-income farmworker housing project (Cloverdale Family Apartments) within the Cloverdale SMART Station Area envelope, zoned Transit Oriented Development.

- Land use changes are underway around SMART Stations with rail service, creating a more walkable and transit-oriented landscape than has been developed in the North Bay since Cities grew up around the original rail line services in the late 1800s and first half of the 20th Century. Without early rail and without SMART, the North Bay's landscape would be predominantly auto-oriented. Examples of current land use changes include:
 - The new transit oriented Downtown Rohnert Park being developed around the Rohnert Park SMART Station in the footprint of a former 320,000 square foot suburban office building.
 - Bio-Marín's expansion around Downtown San Rafael and the San Rafael SMART Station, in lieu of expanding elsewhere is a suburban campus style format.
 - Sonoma County Airport SMART Station area, with 7,000 jobs within 1 mile, recently saw an expansion of American Ag Credit's consolidated national headquarters and two new regional hotels under development.

Project Communities - Relevant Facts & Travel Behavior

- The State of California and Mendocino Transit Authority have expressed that an intermodal transit hub centered around the SMART Cloverdale Station would improve transit connectivity to the entire North Coast of California, facilitating needed interregional transit dependent rider access to services and opportunities.
- Perceptions that "Wine Country" consists only of wealthy residents is false. Poverty exists throughout the Bay Area. According to MTC's Vital Signs, between 2009 and 2017, Cloverdale's Poverty rate for those living under 200% of the Federal Poverty limit, averages 27.9% with it growing from 31.4% to 33.4% 2015-2017. Healdsburg's Poverty rate for the 2019-2017 averages 32.1%. That means earning between \$24,980 for a household of 1 to \$51,500 for a household of 4 currently. The Plan Bay Area 2050 model identifies low-income as an individual with an annual household income under \$90,000. Cloverdale's 2017 Median Household Income is \$67,309 and per capita income is \$31,704. Healdsburg's 2017 Median is \$77,928 and per capita is \$47,669. Incomes drop dramatically across the regional borders into Lake and Mendocino Counties.
- Cloverdale School District of 1,375 kids has a Free- and Reduced-Price Lunch enrollment of 59%, with 63.2% of the 536 K-4 elementary school kids qualifying. Healdsburg School District of 1,440 kids has a Free- and Reduced-Price Lunch enrollment of 54%, with 79% of the 262 elementary school kids qualifying. To be eligible, a family of 4 would have to make \$47,638 or less.
- Current SMART riders include persons not able to operate a vehicle who report tripling their income since SMART enables them to commute further along the North-South Marin-Sonoma corridor and access higher paying jobs. It is highly likely the same situation will occur when SMART reaches Healdsburg and Cloverdale, residents who formerly could only seek employment in a localized manner could now be able to commute longer distances and be employed at higher paying jobs. Currently the transit services offered require 105 minutes to travel one way between Cloverdale and Santa Rosa, where higher education, health care, and higher paying employment is located. With SMART those time commitments would be cut to 30-40 minutes one way.
- Prior to the economic uncertainty of the pandemic and recent firestorms, data showed 48% of

workers in Healdsburg were employed in the service industry, 12% in Retail Trade and 11% in Manufacturing. Agricultural products in the form of grapes and wine are abundant and aggregate and lumber are still transported out of the region. Notably, Healdsburg has had the highest number of small businesses per capita in the county, with 79.6 per 1,000 residents or nearly double the county average.

- Of the approximately 6,000 jobs in Healdsburg, only 18% are filled by Healdsburg residents with the other 82% (4,900 workers) commuting from outside Healdsburg, many from cities along the SMART corridor. The Sonoma County Transportation Authority recently completed a county-wide travel behavior study using cell phone data. The study found for data collected before the 2017 Tubbs/Pocket Fires shows that in the spring midweek 21% of the 17,901 trips originating in central Healdsburg traveled to destinations south along the SMART corridor. That number was higher for travelers coming to central Healdsburg, with 30.5% traveling from locations south along the SMART corridor.
- It is worth noting that the average overall trip length in Healdsburg is the second highest of any city in the county at 8.1-miles, second only to Cloverdale with an 8.7-mile average trip length. All three cities in Northern Sonoma County (Cloverdale, Healdsburg, Windsor) contribute a higher percentage of countywide Vehicle Miles Traveled than they contribute number of trips, as is to be expected as community resources have centralized in Santa Rosa and other major cities over time. Healdsburg and Cloverdale have a higher proportion of their trips taking place over longer distances than other cities in the county, with Healdsburg having 41% of all trips greater than 5-miles long and 27% of trips over 10-miles long.



April 16, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Deborah Fudge
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Therese McMillan, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94104-2066

RE: SMART to Solano (Novato to Suisun City) – Plan Bay Area 2050 Horizon
Project Commitment Letter

Dear Ms. McMillan,

This Plan Bay Area 2050 Project Commitment Letter is a follow up to your request for additional information demonstrating commitment to our SMART to Solano (Novato to Suisun City) Project submitted for consideration through the Metropolitan Transportation Commission's Horizon Plan Bay Area 2050 long range planning process. As reference, SMART also provided a commitment letter on behalf of the SMART Extension to Healdsburg/Cloverdale project that was submitted for consideration through the Commission's Financially Constrained Plan Bay Area 2050 process.

The SMART to Solano (Novato to Suisun) Project has had an engineering feasibility study completed and has approximately 2/3 of the necessary rail right of way in public ownership (owned by SMART), currently being used for freight rail. The cost estimates from the engineering feasibility study, a study requested by the State of California, show that the project is one of the lower cost conventional rail projects/fixed guideway projects proposed for inclusion in Plan Bay Area 2050. SMART's per-mile construction costs actuals and estimates are dramatically lower than other projects.


Recent Measure I election public discourse indicates interest in expanding SMART services along the east-west rail corridor connecting to Solano County and the mainline rail system. Given continued State interest in bringing passenger rail to the Novato to Suisun Corridor, the need to address the existing travel delay demonstrated in the Highway 37 corridor, the need for resilient and redundant transportation infrastructure as demonstrated over the past several years of firestorms and floods in the North Bay, and the extreme economic uncertainty of the current pandemic, SMART requests the Commission include the SMART to

Solano (Novato to Suisun City) project in Plan Bay Area 2050 such that the project can advance to the next phase. Specifically, SMART requests sufficient resources to complete Environmental Clearance and Preliminary Engineering, approximately \$25 million.

As with our request for inclusion of construction funds in the Financially Constrained Plan Bay Area 2050 for the SMART Healdsburg/Cloverdale Extension Project, we appreciate your willingness to consider our request for funds to advance the SMART to Solano project. Your understanding of the greater value of our system to the State and Bay Area, shifting people out of an auto-only approach to regional travel and creating genuine options for people as they work to regain economic health, is appreciated. With your endorsement, SMART will continue to work hard to bring the best product to the voters of Sonoma, Marin and the rest of the Bay Area.

Thank you again, for your leadership during this challenging time and your continued efforts to prepare the Bay Area for a future of transportation resilience and equity. If you have any questions, please call me at 707-794-3057.

Sincerely,

A handwritten signature in black ink, appearing to read 'Farhad Mansourian', with a stylized flourish at the end.

Farhad Mansourian
General Manager

Cc: SMART Board of Directors
Jake Mackenzie, Metropolitan Transportation Commission
David Rabbitt, Metropolitan Transportation Commission
Damon Connolly, Metropolitan Transportation Commission

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

June 29, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

We have reviewed MTC/ABAG's recently released initial list of transportation projects recommended for Plan Bay Area 2050 (PBA 2050)/Final Blueprint, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As you know, projects are grouped into three categories: "Include," "Consider" and "Exclude." Caltrans is concerned that several projects we support are currently not in the "Include" category.

Specifically, the following State highway projects in the "Consider" category are of concern to Caltrans:

- I-80/I-680/SR 12 Interchange Project
- SR 37 Resilience and Widening Project
- SR 262 Cross Connector Project
- I-680 Multimodal Improvements

Transit and Rail projects include SMART to Cloverdale, SMART to Solano, and ACE's Altamont Corridor Vision. The Dumbarton Rail project is also being considered for exclusion. Each of these regional rail investments are important elements of the California State Rail Plan, which envisions a unified statewide rail network that better integrates passenger and freight service, connects rail to other modes, and supports smart mobility.

In addition, we are concerned that the Bay Bridge West Span Bike Path project is labeled as having "Major" equity challenges, when the span's bike path

Ms. Therese McMillan
June 29, 2020
Page 2

connects to disadvantaged communities in San Francisco and West Oakland. E-Bike programs are being considered in the area, and subsidies to e-bike programs in these disadvantaged communities should be considered as well.

These projects are in alignment with State policies and goals, and advance priorities identified in the California Transportation Plan (CTP) 2040, statewide modal plans such as the 2015 Interregional Transportation Strategic Plan (ITSP), State Rail Plan, and the 2020 California Freight Mobility Plan (CFMP). We have been coordinating with MTC and the Country Transportation Agencies (CTA) for many years on a number of these projects. Some projects also recently received funding from various State programs including the SB 1 Competitive Programs.

All of these projects are consistent with State goals and priorities such as improving safety, mobility and reliability of the transportation system, responding to climate change impacts, supporting freight systems and economic prosperity, and promoting more sustainable modes of transportation. Excluding this important group of projects from PBA 2050 would also disqualify them from receiving future federal and State funding.

Therefore, with CTA support, Caltrans strongly recommends moving these projects to the "Include" category from the "Consider" or "Exclude" category and listing them in the Final Blueprint of PBA 2050.

We look forward to working with MTC toward inclusion of these projects. Should you have any questions, please do not hesitate to contact me at (510) 286-5900 or Jean Finney, Deputy District Director, Transportation Planning & Local Assistance at (510) 286-6196.

Sincerely,



TONY TAVARES
DISTRICT DIRECTOR



Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

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July 15, 2020

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

SUBJECT: Board Activities Related to Sales Tax Extension

Dear Board Members:

RECOMMENDATIONS:

Discuss Board activities necessary to plan for SMART's future, including considerations for SMART's next sales tax extension effort.

OVERVIEW:

On April 15, your Board held a discussion about the defeat of Measure I, SMART's sales tax extension ballot measure in March. During that meeting we received numerous public comments from individuals. In addition, we received input from active members of our Citizens' Oversight Committee as well as additional public comments. At the May 6 meeting, Chairman Eric Lucan announced that he would be forming a subcommittee to discuss the results of Measure I and planning for future activities to ensure the future success of SMART.

Following that meeting, Chair Lucan invited the following Board members to a discussion of next steps: Barbara Pahre, David Rabbitt, Chris Rodgers, and Damon Connolly. Chair of the Citizen's Oversight Committee, Russ Columbo, was also invited to participate. This group met on July 1 to discuss next steps.

At that meeting, there was a discussion of two main actions that the Board could take in the next three months while the pandemic is still forcing most of the public to stay home and SMART's budget and operations during the pandemic is still the main focus of staff's time.

First, the group discussed the need for a series of virtual public "listening sessions" that Board members can have focused on smaller community groups that would be held in conjunction with local officials. The sessions would be designed for a specific City or community to keep the meetings focused and more personal.

Directors Rodgers and Rabbitt have volunteered to spearhead this effort in Sonoma County and Directors Connolly and Hillmer will do the same in Marin County, and will coordinate with local officials to set these sessions up via Zoom. Chair Lucan and Vice Chair Pahre as well as staff will accompany both efforts.

There are a number of issues on which the Board is interested in hearing feedback, such as SMART's plans for going North, State efforts to fund a SMART extension east, the tax extension and fare program ideas to name a few. However, the listening sessions will be structured so that members of the public can speak on any issue related to SMART that is important to them. The results of these listening sessions can help inform the Board on next steps in planning for policy discussion and decisions related to SMART operations and planning, as well as a future tax extension effort at future public meetings.

Second, as these sessions are being held, the Board could begin discussions on the makeup and role of the Citizen's Oversight Committee. We have received sufficient feedback to start the discussion and can wrap those efforts up after the listening sessions are complete. In the months of August and or September, the Board will hear a briefing from staff on the options available to the Board and discuss steps your Board can take to address concerns that have been raised by public and members of Citizen's Oversight Committee about clarifying and perhaps changing its role.

Very truly yours,

/s/
Farhad Mansourian
General Manager