

Additional Public Comments received for the May 15, 2024 Board of Directors Meeting.



5401 Old Redwood Hwy., Suite 200,
Petaluma, CA 94954

Office: 707-794-3330

From: [Heather McKillop](#)
To: [Julia Gonzalez](#); [Leticia Rosas](#)
Subject: FW: Fiscal Year 2024-2025 Draft Budget
Date: Wednesday, May 15, 2024 3:43:36 PM
Attachments: [image001.png](#)

Forward public comment on budget received.

Heather

Heather McKillop

Chief Financial Officer
Sonoma-Marin Area Rail Transit (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3320



From: Gunnar L Henriouille <ahenriouille43@gmail.com>
Sent: Friday, May 10, 2024 4:12 PM
To: SMART Information <Info@sonomamarintrain.org>
Cc: Christina Watson <christina@tamcmonterey.org>; info@doj.ca.gov; Placer County OES <placeroes@placer.ca.gov>; Roger Staab <rsrr@exwire.com>; Heather McKillop <hmckillop@sonomamarintrain.org>
Subject: Re: Fiscal Year 2024-2025 Draft Budget

2024-2025 (SMART) Draft Budget

COMMENTS FOR THE RECORD

Thank you from Gunnar Henriouille, Please share these lines with S.M.A.R.T. & TAMC officials.
Presented in good faith,

I am a Member, Board Of Directors, Pacific Coast Chapter, Railway & Locomotive Historical Society, writing as a knowledgeable private citizen. Background and experience in several transportation modes. It is disappointing to note your respective projected times and expenses on the Healdsburg Bridge & Monterey County rail enhancements as yet do not include fair estimation for High Strength Bolt alternative (rivet replacement/gusset thickening) methodology for the Truss Bridge Upgrades. After several years of passing forward this industry standard for steel bridge upgrades, it is curious, as a member of the public, for these suggestions to continually pass unremarked by your respective engineering departments..

Millions more spent, with added *years* until trains can pass over the bridge. Christina Watson, with the Monterey railway rebuild organization, is included owing to the fact they have an ex-

Southern Pacific Bridge of same design and vintage as the Healdsburg span. Rails in Monterey County share the same strategic value in a Food Distribution emergency, so expedited return of these steel bridges to operating service is a shared responsibility in your respective purviews. I copy the CA Office of Attorneys General in their capacity regarding Public Health & Safety (Food Distribution Enhancement).

Agencies request public input. Sadly, personnel in these bureaucracies seldom wish to engage legitimate public input when the chosen action plan is considered beyond the effect of Geopolitical or other extraordinary unplanned events.

Be that as it may, this writer appreciates the opportunity to comment, and share reasonable input to a variety of recipients.

Cordially

Gunnar Henriouille
241 Vista Avenue
Colfax CA 95713-2020

(530-847-8156) cell

On Fri, May 10, 2024 at 2:12 PM Sonoma-Marina Area Rail Transit (SMART)
<info@sonomamarintrain.org> wrote:

[View this email in your browser](#)

SMART logo



Fiscal Year 2024-2025 Draft Budget

The draft Fiscal Year 2024 budget has been posted on SMART's website today, Friday, May 10, 2024. Public comments will be accepted until 5:00pm Friday, May 31st. Comments can be emailed to Heather McKillop, Chief Financial Officer at hmckillop@sonomamarintrain.org or sent to: Sonoma-Marina Area Rail Transit District

Attn: Heather McKillop
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

The SMART Board of Directors will be asked to adopt the final budget at their meeting on Tuesday, June 18, 2024. The Board will be notified of all comments received and whether they have been incorporated into the final document.

The Fiscal Year 2024-2025 Draft Budget is now available [here](#).



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SMART issues periodic news updates about programs and services.

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Sonoma-Marin Area Rail Transit District
5401 Old Redwood Highway
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Petaluma, CA 94954

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From: Heather McKillop
 To: Public Comment
 Subject: FY 2024-25 Draft Budget questions
 Date: Wednesday, May 15, 2024 2:46:18 PM
 Attachments: Draft Budget questions 1.mxd
 Draft Budget questions 2.mxd
 reply001.docx

Public comment received on budget.

Heather

Heather McKillop
 Chief Financial Officer
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From: Matthew Hartzell <mhartzell@wtb.com>
 Sent: Tuesday, May 14, 2024 2:57 PM
 To: Heather McKillop <hmckillop@sonomamarintrain.org>
 Cc: Eddy Cumins <ecumins@sonomamarintrain.org>; Bill Gamlen <Bgamlen@sonomamarintrain.org>; Emily Betts <ebetts@sonomamarintrain.org>; Zoe Uhruh <zounruh@sonomamarintrain.org>; Patrick Seidler <psidler@wtb.com>
 Subject: SMART FY 24-25 Draft Budget questions

Ms. Heather McKillop
 Chief Financial Officer, Sonoma Marin Area Rail Transit District

Dear Ms. McKillop,

I have a two questions for you about the SMART FY 24-25 Draft Budget.

Question #1:

At the May 1, 2024 Budget Workshop, one of the slides (see below) included the bullet pointed item "Provide enhanced first/last mile solutions" with a sub-bullet "Larkspur & Marin Civic Center"

FY25 Priorities - Operations

- Serve 904,200 riders in FY25
- Expand weekday service to meet demand
 - From 38 to 42 trips per day – August 2024
- Increase staffing to meet increased workload & provide for succession planning
- Provide enhanced first/last mile solutions
 - Larkspur & Marin Civic Center
- Continue discounted fares & free fares for youth & seniors
- Remain agile and open to change in post-pandemic environment
- Promote SMART to increase ridership & enhance public perception

SONOMA-MARIN
SMART
AREA RAIL TRANSIT

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In reviewing the SMART FY 24-25 Draft Budget, I think I understand what the above bullet pointed item is referring to at Larkspur station. That would be the new SMART Connect shuttle service at Larkspur station, right? But what, specifically, is being proposed in the budget for first/last mile solutions at Marin Civic Center station? I searched the entire Draft Budget, but did not see any mention of Marin Civic Center station in it.

*As a side note, the fact that all the tables in the Draft Budget are formatted as images rather than text makes them difficult to search. I recommend in the future formatting the tables in text format in order to allow for greater searchability and transparency.

Question #2:

On page B-39 of the Draft Budget, there is a line item for "Pathways - Slurry seal 2 miles" budgeted for an amount of \$115,200 (see below). Could you tell us what exactly this line item is for?

Department	Project	Total FY25 Amount
Pathways	Marin - Sonoma Pathways Design & Permitting	\$ 1,304,433
	Marin Pathways Design & Permitting	\$ 1,304,433
	Mcinnis Pass to South Ranch Rd WMP Permitting	\$ 44,817
	Mcinnis Pass to South Ranch Rd WMP Construction	\$ 1,578,818
	Line Station Site to Old WMP Storage and Construction	\$ 482,396
	Hanna Ranch Rd to Vintage Way WMP Construction	\$ 200,000
	Government Site to Vintage Way WMP Construction	\$ 200,000
	Jacks WMP Day Closure Construction (Segments 2 & 3)	\$ 17,500,000
	Franklin Avenue Segment WMP Design	\$ 700,000
	Pathways - Slurry seal 2 miles	\$ 115,200
	Pathways (Mcinnis Pass, Government & Installation)	\$ 770,000
Total		\$ 26,940,764

Our understanding is that slurry seal is used to resurface older pathway segments where the pavement is deteriorated. This indicates that these funds are intended not for any new pathway construction or recently-completed pathway segments, but rather for older pathway segments, such as the three segments in Marin County which in fact predate the creation of SMART. Those three segments I'm referring to are:

- Mcinnis Sidepath in San Rafael (Civic Center Drive to Bridgewater Drive) - 0.45 mi
- Highway 37 Interchange Segment in Novato (Frosty Lane to Hanna Ranch Road) - 0.64 mi
- Franklin Avenue Segment in Novato (North side Novato Creek to Lamont Avenue) - 0.53 mi

The above three pathway segments add up to approximately 1.62 miles in length. Is the "2 miles" in the Draft Budget the result of rounding 1.62 to the nearest mile? Or is SMART planning to apply a slurry seal to these three segments, plus an additional 0.38 mi of older pathway segments that I'm unaware of (perhaps in Sonoma County)? Or does this line item refer to something else entirely?

Thank you

Matthew Hartzell
Director of Planning, WTB-TAM

CC:
Edly Cumins, SMART General Manager
Bill Gamien, SMART Chief Engineer
Emily Betts, SMART Planning Manager
Zoe Unruh, SMART Senior Planner

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