



SMART

Your train has arrived.

Sonoma-Marin Area Rail Transit District

General Manager's Report – February 2020

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SMART

|| SONOMA-MARIN AREA RAIL TRANSIT

COMMUNITY OUTREACH AND MARKETING



Just the facts.



setting the record straight

Just the facts about SMART

Lately, there has been a lot of misinformation shared about SMART in the news and social media. Below are some important facts about SMART ridership, operations, future stations, and pathways— that we hope will help set the record straight.





SMART is only 2.5 years old and is funded through a voter approved $\frac{1}{4}$ of one cent sales tax. The current 45-mile system includes 12 stations and a bicycle and pedestrian pathway along the rail corridor. When fully built, SMART will provide 70 miles of passenger rail service, providing a climate-friendly alternative to HWY 101 traffic congestion and connecting passengers with jobs, schools, retail hubs and housing along the Sonoma-Marin corridor.



Citizens Oversight Committee

A Citizens Oversight Committee meets to review and give input into SMART's Strategic Plan. To date the Committee has convened 36 times.



Public Participation


All SMART Board of Directors meetings are open to the public and live streamed online.

152 — That's the number of publicly held Board of Directors meetings since 2008.

transparency in reporting SMART Financials

SMART provides monthly financial reports and contract updates to the Board of Directors in a public meeting. A comprehensive annual report is presented publicly to the Board. All financial reports are public documents and are [available online](#).



Meet our riders 

Meet our Riders

Every day thousands of people ride SMART to get to work, school, medical appointments, shopping centers and places of recreation.

Find out why people are choosing to ditch the car and go green with SMART.

Measure I sales tax renewal

Measure I would extend the current 1/4 of one cent sales tax, but not increase it. It would allow SMART to refinance debt, freeing up \$12 million annually for passenger service operations to Windsor, Healdsburg and Cloverdale



Your commute
alternative to
Hwy 101

SMART riders have a lower carbon footprint

People who ride SMART emit **33%** fewer pounds of CO₂ per mile than if they were to drive. They also use low emission forms of travel such as walking, biking and other transit to get to and from the train.



14% of SMART riders use a bike to get to and from the train

All stations are equipped with secured bicycle parking and bicycles are welcome aboard the train.



50% of SMART riders walk or take other transit to and from the train.

SMART riders reduced GHG emissions by **690,000 pounds** in January 2020 alone!



grant funds



sales tax funds

SMART has more than **DOUBLED** your sales tax investment

SMART has successfully secured an additional \$323 million in federal, state and regional grant funding by leveraging your voter-approved ¼ cent sales tax. This has effectively more than doubled the return on your investment in green transportation.



\$5.71 Average Fare

The average fare paid by SMART passengers is \$5.71, which is slightly more than the cost of a gallon of gas. 56% of riders use a form of discounted fare including monthly passes, and discounts for youth, seniors, and people with disabilities.



Bicycle and Pedestrian Pathway

SMART and its partners have built a network of pathways connecting to train stations and providing opportunities for multimodal commuting and recreation.

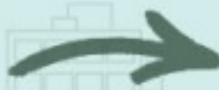
Keeping the North Bay rolling



SMART is an integral part of the local economy

The SMART train is a community asset, providing a green transportation alternative to traffic congestion on Hwy 101, connecting North Bay cities and taking people to work, school, health centers, transit hubs, and centers of commerce. SMART is funded by a $\frac{1}{4}$ of one cent sales tax that North Bay voters approved in 2008.

For every
\$100 spent



25¢ is
invested in
SMART



your tax dollars at work

On March 3, voters will decide on whether to renew the $\frac{1}{4}$ of one cent sales tax for SMART (it is not a tax increase), enabling the agency to refinance debt and free up about \$12 million annually for operations. In order to rapidly build the rail system and launch passenger service, SMART secured funds needed by issuing bonds—as most large infrastructure projects do. Similar to refinancing a home mortgage to reduce debt, SMART is seeking to reduce its debt.

Below is a synopsis of the public discussion from the February 19, 2020, SMART Board of Directors meeting. Two budgetary scenarios were discussed; what would occur if Measure I were to pass; and the direction needed if Measure I were to fail.

If Measure I were to pass

If voters in Sonoma and Marin counties approve Measure I, SMART, through its 2020 Expenditure Plan would be able to accomplish the following:



\$600 million investment in rail service

Protect the North Bay's \$600 million investment in the current passenger rail system and pathway network for generations to come.



Funding to operate both rail and pathway

\$12 million annually would be made available for passenger train service and the pathway network, enabling SMART to continue serving its growing ridership base.



Green commute alternative to Hwy 101

Continue to meet the demand for a green transportation alternative to Hwy 101, while helping local businesses attract and retain a skilled workforce.



Serve Healdsburg and Cloverdale in the future

SMART would have operating funds to serve Healdsburg and Cloverdale—and have matching funds to successfully compete for grants to build the railway extension north.



Continue to expand the pathway network

SMART would continue expanding the bicycle and pedestrian pathway network—providing options for multimodal travel.



Continue rail safety education

SMART would be able to continue to grow its rail safety education programs and community outreach.

If Measure I were to fail

If Measure I were to fail, SMART's Board of Directors and community members may need to consider budgetary cuts, such as:



Reductions in service

The current expanded service schedule may need to be reduced, including cuts to weekend service and the frequency of trains on weekdays.



Increasing revenue

SMART may need to look at increasing fares and eliminating fare discount programs such as the Eco-Pass and amenities such as free WiFi aboard the trains.



Not expanding northward

Without the necessary operating funds, SMART may not be able to expand northward to Healdsburg and Cloverdale.

SMART supports local businesses

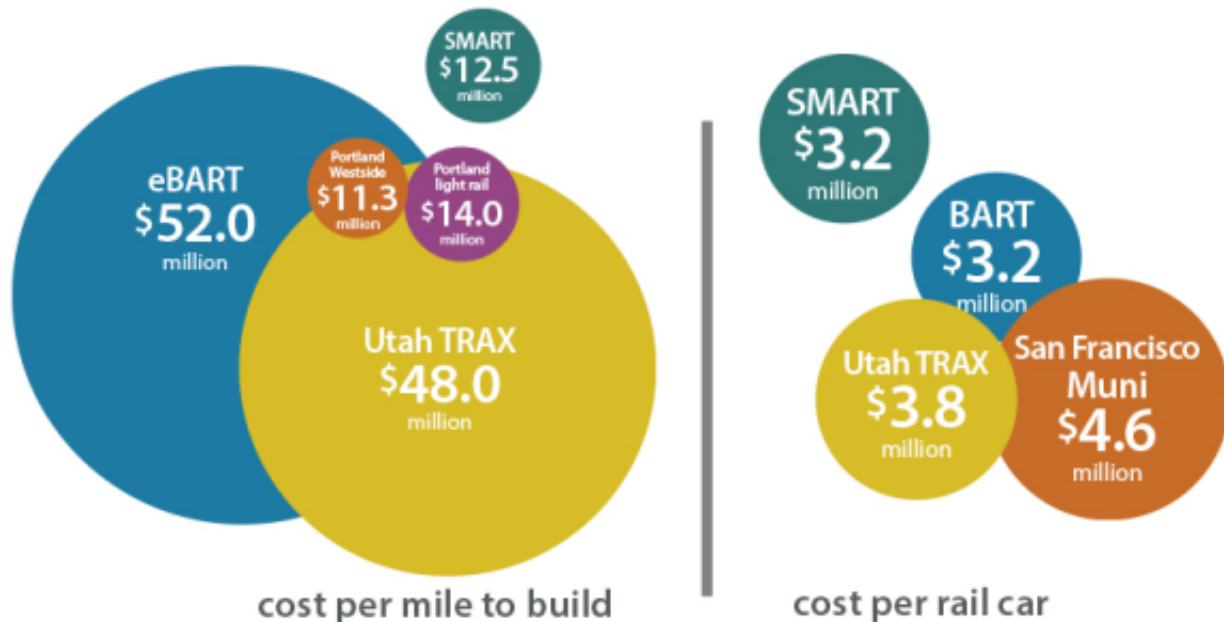
SMART helps local businesses attract and retain a skilled workforce. Throughout Marin and Sonoma counties, people are switching from stressful traffic congestion on Hwy 101 to a relaxing and productive commute on the SMART train.



SMART is a responsible steward of your investment

SMART constructed the current 45-mile system in a very cost-effective manner. With construction costs always in flux, SMART worked to build the rail system quickly and deliver the most miles possible with the funding available. The \$600 million investment made by North Bay voters to build the 45-mile system, plus the 3-mile extension to Windsor, cost \$12.5 million per mile—which is well below comparable rail projects.

DID YOU KNOW? This cost per mile **includes** the track and everything associated with it: state-of-the-art trains, a brand new track, bridges, a maintenance facility, bicycle and pedestrian pathways, environmental mitigation, and the safest, most advanced train control system.



How does SMART's construction cost per mile compare?

SMART: **\$12.5M/mile** (\$600M for 48 miles, 2012-20)

eBart Extension: **\$52M/mile** (\$525M for 10.1 miles, 2011-18)

Portland Westside Commuter Line: **\$11.3M/mile** (\$166M for 14.7 miles, 2006-09)

Utah TRAX Light Rail Project: **\$48M/mile** (\$510M for 10.6 miles, 2009-11)

Portland-Blue Light Rail Project: **\$14M/mile** (\$214M for 15 miles, 1982-86)

Similarly, as responsible stewards of public funds, staff negotiated competitive pricing for new, clean diesel trains, despite being a smaller agency with limited mass purchasing power.

How does the cost of SMART's rail cars compare?

SMART: **\$3.2M/rail car** (\$57.5M for 18 rail cars)

San Francisco Muni light rail: **\$4.6M/rail car** (\$1.2B for 260 rail cars)

BART: **\$3.2M/rail car** (\$2.5B for 775 rail cars)

Utah TRAX light rail: **\$3.8M/rail car** (\$107.1M for 28 rail cars)



Transit is good for your health

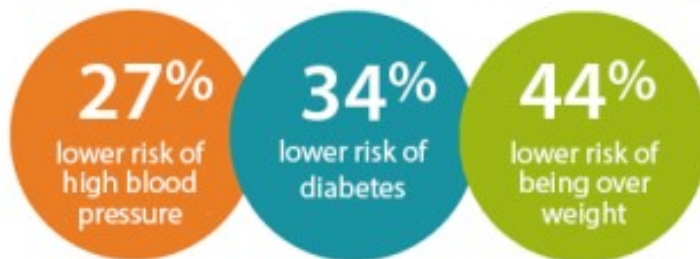


A train ride a day may keep the doctor away

A study presented at the American Heart Association Scientific Session* found that riding a train or bus to work is associated with health benefits, such as lowering your risk of high blood pressure, diabetes, and obesity.

Taking public transit is linked to a healthier lifestyle, because riders get more than 3x the daily physical activity of people who drive, just from walking to and from their transit stops and their final destination.

Staying physically active helps reduce your risk of high blood pressure, diabetes, and obesity. The study which compared 6000 bus/train commuters, walkers/bikers and drivers— and adjusted for factors like age, gender, and smoking— found that people who took transit had a 27% lower risk of high blood pressure, a 34% lower risk of diabetes, and a 44% lower risk of being overweight.



Start racking up fitness points

If your goal is to get fit and healthier, try making transit a part of your life. SMART has 12 stations serving Marin and Sonoma counties, and there is a train every 32 minutes during the peak commute. On weekends, service starts early and aligns with the ferry schedule making leisure and recreational trips to and from San Francisco, as well as within Marin and Sonoma counties, easy and convenient.

Planning your journey today with tools like the Transit App ([iOS](#) or [Android](#)) or [Google Transit](#).

*Research presented at the American Heart Association Scientific Sessions 2015

"As a commuter from Sonoma County, SMART is a climate-friendly way to get to my offices in Marin and San Francisco. Not only do I avoid the bumper-to-bumper Highway 101 traffic, my commute is fast, relaxing and productive. With the comfortable seats, table spaces, electric outlets at each seat and free WiFi, I use the travel time to listen to music and catch-up on work. Plus, when commuting to San Francisco, I save on expensive city parking, bridge tolls and enjoy a beautiful Bay cruise – all before starting my day."

Shaun Ralston

Regional Manager,
Sutter Health, and
green commuter



SMART Ridership Report

Since the launch of passenger service in 2017, SMART has carried **over 1.7 million riders** traveling to jobs, schools, businesses, centers of commerce, and on recreational and leisure trips.



1.7 million
riders



14.5%
ridership
growth



85%
ride on
weekdays



10%
bring bike
aboard

What do the numbers say?

SMART's average weekday ridership has grown each year. Based on fiscal year projections, **SMART's average weekday is on target to grow 14.5%** over its initial 3-years of operation.

85% of SMART riders travel on weekdays as a climate-friendly alternative to driving in rush hour traffic; about **10% bring a bicycle aboard the train**; and 15% of riders travel on weekends.

Ridership grew despite regional set backs

Riders throughout Sonoma and Marin counties value the convenience and comfort of SMART.

This is highlighted by the fact that **SMART's ridership has continued to grow** despite that since the agency began operations in 2017, the region has experienced two catastrophic wildfires, large floods, mass evacuations, and large scale power shutoffs, all of which resulted in disruptions to commute patterns, the loss of 6,000 homes, and a significant blow to the local economy.

SMART is part of the North Bay's economic recovery

As our community recovers from the wildfire disasters, **SMART is connecting North Bay cities**, providing access to places of employment, schools, and centers of commerce. The new Larkspur station is a gateway to San Francisco via the ferry and is **bringing tourists and visitors to the North Bay**. Construction of the **railway's extension to Windsor is already underway** and stations are planned for North Petaluma, Healdsburg and Cloverdale — all of which promise to expand SMART's ridership.

[View SMART's Ridership Reports](#)

station in the spotlight

Santa Rosa Downtown Station

Located in Santa Rosa's Historic Railroad Square, the [Santa Rosa Downtown station](#) makes it easy to visit great shops, restaurants, entertainment, and so much more! Start planning your next trip to Santa Rosa on the SMART train.



Connect with Bus Services

Catch [Santa Rosa CityBus](#) or [Sonoma County Transit](#) to explore Santa Rosa. Bus stops are a short walk from the station. If using a Clipper Card, your trip in CityBus is **FREE** because you get a \$1.50 discount on your fare when going from train to bus and visa versa.



Parking & Permits

There is [metered on-street](#) parking and as well as parking garages in the Downtown area. The City of Santa Rosa offers a [discount parking permit](#) for commuters in [Garage 12](#) next to the Downtown Transit Mall.



Visit the California Welcome Center

The [California Welcome Center](#) is your go-to place to discover all there is to see, do, eat, drink, hike, bike, and explore in Sonoma County. The Welcome Center is right next to the station and opens daily from 9 to 5.



Historic Railroad Square

Historic Railroad Square has a charming mix of antique stores, specialty shops, coffee houses, and restaurants. Check out everything waiting to be discovered with this [interactive map](#).



Old Courthouse Square

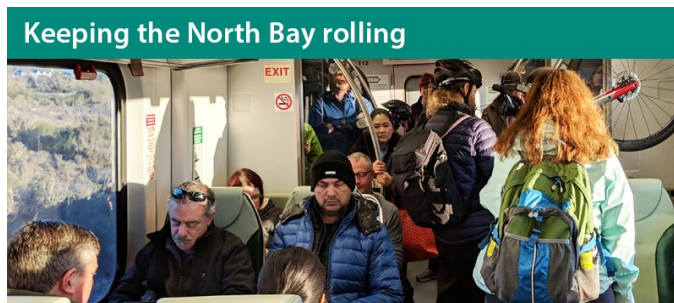
[Downtown Santa Rosa](#) offers shopping, historic neighborhoods, arts and culture, events, great restaurants, wine tasting, and world renowned brew pubs.



6th Street Playhouse

A couple of blocks from the station is the award winning [6th Street Playhouse](#) where you can enjoy a performance in an intimate theatre setting. They offer both day and evening performances.

The Communications and Marketing department has been operating in full force to correct misinformation about SMART in the news media and on social media. The outreach team is dedicated to providing accurate information about the agency, including information on transparency, financial reports, and the future of SMART. The Communications and Marketing department is tasked with the critical job of translating the information discussed and decisions made during board meetings and presenting it to the public in a matter that is clear, concise, and comprehensible.



Information to set the record straight

In order to dispel misinformation, the team has focused on utilizing our digital audiences, which have been experiencing continuous growth. This includes Facebook, Twitter, Instagram, and the e-newsletter. Overall, SMART's digital efforts reach a combined audience of over 30,000. The e-newsletter has been rebranded to be a vital line of communication from the agency. Reaching nearly 10,000 recipients, the newsletter addresses key points of contention that require education on behalf of SMART. This includes highlighting ridership details and providing clarifications regarding the tax measure extension.

On social media, the Communications and Marketing department has continued the "Meet Our Riders" series. The series features quick videos of SMART riders talking about their reasons to ride. Several posts have been promoted on Facebook, reaching over 40,000 people on each post, with significant levels on engagement.



Meet our Riders

Every day thousands of people ride SMART to get to work, school, medical appointments, shopping centers and places of recreation.

Find out why people are choosing to ditch the car and go green with SMART.

SMART also participates in community events. The Cloverdale Citrus Fair took place during Presidents' Day weekend, February 14 through February 17, 2020. The outreach team and several SMART staff volunteers hosted a booth all four days of the fair, reaching hundreds of people. SMART provided information about the tax measure and future extensions, and answered numerous questions from the public.



Media | News Coverage

- February 24, *Battle over SMART ballot measure nears \$2.8 million in spending* (Petaluma Argus Courier)
- February 24, *Stop the blank checks to SMART train: vote no on Measure I* (Santa Rosa Press Democrat)
- February 22, *Battle over SMART ballot measure nears \$2.8 million in spending* (Santa Rosa Press Democrat)
- February 21, *North Bay Voice: Disastrous SMART deserves a no vote on Measure I* (Marin Independent Journal)
- February 21, *SMART tax opposition outspending advocates by wide margin* (Marin Independent Journal)
- February 21, *So. Co. Democratic Party endorses Measure I* (The Community Voice)
- February 21, *CA: SMART vets budget scenarios with tax measure on line* (Mass transit Magazine)
- February 19, *McConnell says he will get funding for Vallejo transportation, development* (Solano County Daily Republic)
- February 19, *Commentary: Don't be fooled by SMART's claims* (The Windsor Times)
- February 19, *Car stalls on SMART train tracks in San Rafael, causes delays* (Marin Independent Journal)
- February 19, *SMART vets budget scenarios with tax measure on line* (Marin Independent Journal)
- February 19, *SMART signals financial plan if hotly contested sales tax extension fails* (Santa Rosa Press Democrat)
- February 17, *All in on SMART* (Sonoma Valley Sun)
- February 17, *Measure I: Will voters be aboard – or jump – from SMART train?* (Sonoma Index-Tribune)
- February 15, *In Measure I tax renewal, SMART train faces critical test with voters* (Santa Rosa Press Democrat)
- February 14, *Marin Voice: Vote for stability, extend the SMART tax now* (Marin Independent Journal)
- February 13, *North Bay voters to decide whether to extend SMART train tax with Measure I* (KPIX CBS Channel 5)
- February 12, *Measure I asks Sonoma, Marin voters to extend SMART sales tax* (Petaluma Patch)

- February 12, *Commentary: Don't be fooled by SMART's claims* (Cloverdale Reveille)
- February 12, *In Your Town for Feb. 13, 2020* (Marin Independent Journal)
- February 12, *Electric bike-share system en route for SMART stations in Sonoma and Marin counties* (Petaluma Argus Courier)
- February 12, *Measure I will keep the trains running* (The Healdsburg Tribune)
- February 12, *SMART test* (Bohemian.com)
- February 12, *Op-ED: SMART commuter train no on Measure I* (Sonoma County Gazette)
- February 12, *Your local votes on the March 3 ballot matter* (Point Reyes Light)
- February 11, *Electric bike-share system en route for SMART stations in Sonoma and Marin counties* (Santa Rosa Press Democrat)
- February 11, *Measure I stirs train controversy* (Sonoma State Star)
- February 10, *SMART signals interest in low-income fare discount* (Marin Independent Journal)
- February 10, *Beyond the Valley: Cal Fire grants, pet disaster relief trailers, and SMART train discounts* (Sonoma Index-Tribune)
- February 10, *CA: SMART establishes 50-percent discount fare policy for low-income riders* (Mass transit Magazine)
- February 10, *CA: SMART tax battle nears \$2.4 M in Campaign donations* (Mass transit Magazine)
- February 9, *First new segment of the Great Redwood Train project opens in Ukiah* (Sonoma Index-Tribune)
- February 9, *Marin leaders favor new bill to integrate Bay Area transit* (Marin Independent Journal)
- February 8, *Marin Voice: Support the SMART train and vote yes on Measure I* (Marin Independent Journal)
- February 6, *SMART to offer 50 percent discount on fares to low-income riders in spring* (KPIX CBS Channel 5)
- February 6, *Sonoma-Marin commuter rail sees 26% ridership rise in January after new ferry link, more frequent trains* (North Bay Business Journal)
- February 6, *Rival campaigns pour record \$2.3 million into SMART sales tax extension* (Santa Rosa Press Democrat)
- February 5, *SMART reports ridership after new station launches* (Marin Independent Journal)

- February 5, *Marin agency works to expand SMART transit links* (Marin Independent Journal)
- February 4, *SMART to consider new discount fare programs for low-income riders* (Mass transit Magazine)
- February 4, *SMART to consider new discount fare programs for low-income riders* (Petaluma Argus Courier)
- February 4, *Sonoma-Marín Area Rail Transit extension on March 3 ballot* (KNTV NBC Channel 11)
- February 4, *SMART tax campaigns neck and neck as large donations pour in* (Marin Independent Journal)
- February 4, *Gallaher Homes executive's donations surpass \$1 million in campaign against SMART's Measure I* (Santa Rosa Press Democrat)
- February 4, *SMART to consider new discount fare programs for low-income riders* (Santa Rosa Press Democrat)
- February 4, *Marin, SMART train sales tax extension on March 2020 ballot* (San Rafael Patch)
- February 4, *Marin, Sonoma Counties close to awarding bike share contract* (Novato Patch)
- February 4, *Counties close to awarding bike share contract along SMART corridor* (KNTV NBC Channel 11)
- February 4, *North Bay voters to determine SMART train funding ballot Measure I* (KPIX CBS Channel 5)
- February 4, *Editorial: Vote yes on Measure I to keep Marin's SMART trains rolling* (San Francisco Chronicle)
- February 3, *SMART to consider new discount fare programs for low-income riders* (Santa Rosa Press Democrat)
- January 29, *Business climate in Marin mostly cloudy* (North Bay Business Journal)
- January 29, *Rivals in SMART tax measure dish out nearly \$2 million in donations* (Petaluma Argus Courier)
- January 29, *Council members mull over future use of Cerri site, city properties* (The Healdsburg Tribune)
- January 28, *Petaluma council supports Corona Station development* (Petaluma Argus Courier)
- January 28, *Sonoma executive adds \$290k for back SMART tax opposition* (Marin Independent Journal)
- January 28, *Tally for rival campaigns nears \$2 million in battle over SMART sales tax renewal* (Santa Rosa Press Democrat)

- January 28, CA: *San Rafael Transit Center relocation narrowed to 3 options* (Marin Independent Journal)
- January 27, *Transit is good for your health* (Sonoma County Gazette)
- January 27, *Discount program expanded for Lyft rides to SMART stations* (Novato Patch)
- January 27, *Graton Rancheria pledges \$1 million for campaign in support of SMART tax extension* (Santa Rosa Press Democrat)
- January 27, *Tribe pledges \$1M for SMART tax campaign* (Marin Independent Journal)

CAPITAL PROJECTS

WINDSOR EXTENSION PROJECT

- Design work is underway.
- Tree removal is underway.
- Potholing for utilities conflict and relocation is underway.
- Coordination with the Town of Windsor and Sonoma County is on-going.
- Environmental permitting is underway.



Tree Removal along the Right-of-Way



Potholing for Utility Conflict at Airport Boulevard.

MULTI USE PATHWAY PROJECTS

- I. West Robles Avenue to Bellevue Avenue in Santa Rosa
 - SMART is finalizing design
 - Construction is planned for Spring 2020
- II. Southpoint Street in Petaluma to Main Street in Penngrove
 - Design and permitting is planned to begin in the Summer 2020
 - Construction start in the Fall 2021
- III. Golf Course Drive in Rohnert Park to West Robles Avenue in Santa Rosa
 - Design and permitting is planned to begin in the Summer 2020
 - Construction start in the Fall 2021



West Robles Avenue to Bellevue Avenue Pathway - Santa Rosa

REAL ESTATE

PRIVATE CROSSINGS

Staff drafted and sent a license for a private crossing at the request of a property owner on the Brazos Branch that is immediately adjacent to the tracks. Staff is waiting for the property owner to respond so that an agreement could be negotiated with the private owner. Staff has completed research of the property records for private crossings at the request of a large developer south of the Cloverdale Station and immediately adjacent to the tracks.

PROPERTY ACQUISITIONS (IN PROCESS)

Larkspur Extension Project: San Rafael City Council approved a Land Exchange Agreement with SMART at their October 16, 2019 meeting and the SMART Board approved it on January 8, 2020 meeting. The documents have all been fully executed and recorded. Staff still continues to work with Century Theatres on an agreed upon access route to the Non-Motorized pathway to access the new Larkspur Station.

Pathway: Coordinating with the adjacent property owners and local municipalities regarding securing any necessary land rights to accommodate the construction of the pathways and interim access and laydown area needs. Staff is continuing to work with City of San Rafael on the Multi-Use Pathway Lighting System project from Rice Drive to Second Street.

PROPERTY MANAGEMENT

Adjacent property owner in Novato, claimed that SMART fence was slightly over the property line, and requested that the fence be relocated with a gate to allow them access to their property. Staff completed the survey and has relocated the fence to the property line without a gate.

Special Events Completed:

Runner's Club Relay Race - Tamalpa Runner's Club – February 2, 2020

Special Event Requests:

Santa Rosa Wine Country Century Bike Event- May 2, 2020

Tour De Cure Bike Event for American Diabetes Association- May 3, 2020

Windsor Run & Wine Half Marathon Race – Fit for Equality – May 17, 2020

Tour De Fox Bike Ride- Bike Monkey- August 29, 2020

Right of Entry Permits Issued:

City of Petaluma/ Pat Nelson Construction – Water Pipeline Work – Petaluma

PG&E – Gas Line Work – Olive Street, Novato

PG&E – Gas Line Work – Harbor Drive, Novato

PG&E – Gas Line Work – Airport Road, Healdsburg

PG&E – Gas Line Work – Fremont Drive, Schellville - Sonoma



Staff is continuing working on issuing Right of Entry Permits/License with:

Buckler Family Vineyards LLC – Adobe Road Winery utility connection – Petaluma

Caltrans – Highway 101 Petaluma

City of San Rafael – MUP lighting – San Rafael

County of Marin- Simmons Slough Water Management System

Fredric C. Divine Associates- 826 State Access Road/ 1385 N. Hamilton Pkwy- Novato

PG&E - Rebuilding of a High-Pressure Regulator- 7215 Conde Lane- Windsor

PG&E - Gas Relocation at 8109 Conde Lane/ Bell Road- Windsor

PG&E - Gas Line Work- 487 Aviation/ 500 Caletti Avenue- Windsor

PG&E - Gas Line Work – Front Street, Healdsburg

PG&E - New U/G12KV Electric Lines installation- Caulfield Lane/Hopper Street- Petaluma

Marin County Flood Control – Installation of 3 pumps – Hwy 37

ATT- 8th Street Crossing Santa Rosa

West Coast Solar Company – Solar Project – Lagunitas Brewing – Petaluma

Sonic – Numerous Access Permits issued for work on fiber optics lines.

Metro-MCI – request to connect to Sonic fiber line

COMCAST – Staff is still working to finalize outstanding license agreement fees. Fiber Optic installation verifications in 7 locations. Agreements to be revised.

OPERATIONS

MAINTENANCE OF WAY:

- Staff completed fence repairs at 7 locations that had been cut by trespassers.
- Staff completed two major vegetation removal projects just south of East Railroad Avenue and in Petaluma at Mile Post 40.
- Staff completed graffiti abatement on all SMART maintained multi-use pathways in Sonoma and Marin Counties.
- Two Signal Technicians scheduled to start in early March.
- The Signal Maintenance team completed Annual Federal Railroad Administration (FRA) Inspections at 7 crossings this month. Each inspection takes 4 hours for two employees to complete. The Annual FRA Haystack Bridge interlocking testing was also completed.
- Staff working in conjunction with Code Compliance staff to remove homeless camps from Rohnert Park and above Cal Park Tunnel.

VEHICLE MAINTENANCE:

- Performed ride height inspections on fleet to ensure all Diesel Multiple Units are at the proper ride height.
- Performed wheel truing on 12 axles which allowed us to have our wheels back in service within 24 hours.
- Performed mid-year maintenance on 4 Diesel Multiple Units.
- Performed 500-hour oil change on 5 Diesel Multiple Units.
- Automatic Train Control maintenance performed on 13 Diesel Multiple Units. This maintenance keeps us compliant with Federal Regulatory Association regulations in regards to Positive Train Control.
- Performed annual inspection on 3 Diesel Multiple Units.

TRANSPORTATION:

SMART Transportation Department Training:

- Currently up-dating E-Path online training for year 2020.
- Certified a new Control Supervisor as a dispatcher.
- Annual Bridge-Tender Training Completed on all three Bridge-Tenders staff.
- SMART's Engineers-Conductors finished their second month of the new Revenue Train Schedule and ridership is increasing.

HUMAN RESOURCES

CURRENT OPEN RECRUITMENTS:

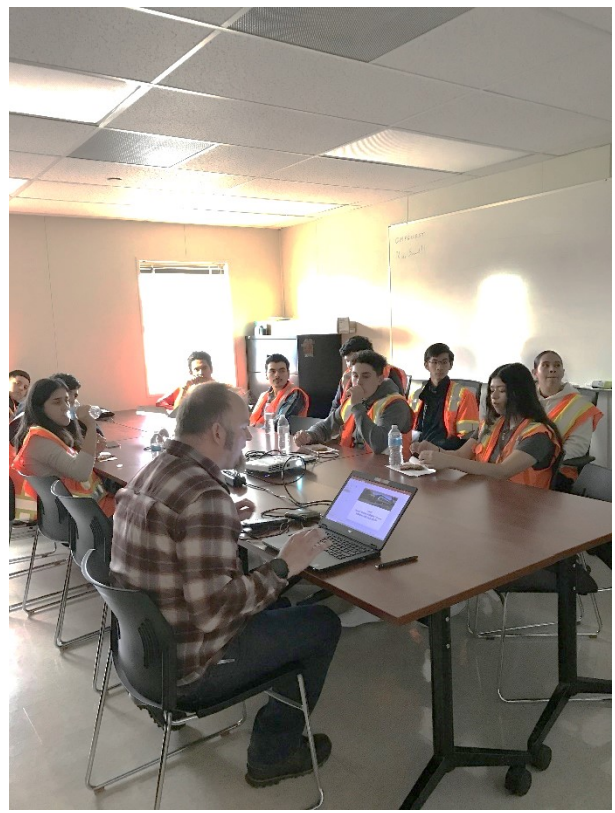
- Signal Technician
- Assistant Engineer – Rail Systems
- Vehicle Maintenance Technician

INTERVIEWS:

- Assistant Engineer – Rail Systems
- Vehicle Maintenance Technician
- Signal Technician
- Administrative Assistant

MISCELLANEOUS:

On Thursday, February 20, 2020 students from the Sonoma Corps pilot program at Piner High School in Santa Rosa, toured the Rail Operations Center. The students learned about different career opportunities at SMART while touring the Vehicle Maintenance Shop and Central Control and taking a short ride on the train. They also had a lesson in signaling and calculating grade crossing warning times led by SMART's Train Control Manager. Many thanks go to the SMART staff who shared their knowledge with the students.



GRANTS, LEGISLATION, PLANNING AND REGIONAL ACTIVITIES

REGIONAL AND LOCAL PLANNING ACTIVITIES

Faster Bay Area Technical Advisory Group: The FASTER Bay Area Steering Committee, comprised of staff from the Bay Area Council, the Silicon Valley Manufacturing Group, and SPUR, have established a Technical Advisory Group comprised of each County Transportation Agency, each of the Bay Area's transit operators, and regional bodies such as the Metropolitan Transportation Commission, to provide feedback on the FASTER Bay Area proposed voter initiative in support of significant regional transit investments. The FASTER initiative is intended to "make the Bay Area's transportation system seamless, faster, reliable and predictable." According to the FASTER Steering Committee, these investments will "help provide more affordable transportation options, reduce climate pollution and improve access to jobs and economic opportunity for low- and middle-income residents." SMART is participating in the FASTER Technical Advisory Group which continues to meet one time per month in 2020, including the most recent meeting on February 25.

Local Planning Department Notification and Coordination Tracking: SMART Planning Staff also tracks and reviews all notices sent by local jurisdictions for projects occurring adjacent to or nearby the railroad tracks. In 2019 staff received and reviewed 171 different notices, with 29 different notices to date in 2020.

SYSTEM ACCESS PLANNING ACTIVITIES

Clipper START Program – In 2015 MTC launched a study to determine if a transit fare program based on household income would be feasible and effective. SMART has been participating in the MTC-hosted Clipper START Program, with monthly meetings and a recent launch of a Clipper-based means-based fare pilot program on selected regional transit operators, which include BART, SFMTA, Caltrain and Golden Gate Bus and Ferry. At the February 5, 2020 meeting, your Board unanimously approved Resolution Number 2020-05 which authorized SMART's formal request to participate in the regional Clipper START Low Income Fare Program. Staff participated in the most recent technical advisory meeting, which was held on February 11, 2020.

SMART has a pending application for Low Carbon Transit Operating Program (LCTOP) funds to pay for the necessary software and hardware programming to allow SMART to participate in the Clipper START Program. The MTC Programming and Allocations Committee will receive staff recommendations for those LCTOP at their March 11, 2020, meeting.

MTC Regional Mapping and Pedestrian Wayfinding Program – The Metropolitan Transportation Commission (MTC) launched the Regional Mapping and Wayfinding Program in 2017 to develop more cohesive regional transit information to encourage sustainable forms of movement, aided by improved pedestrian and transit information. In Phase I of the program, MTC researched existing user experience and user needs, as well as organization and operational considerations, and highlighting key areas of opportunity that this program could address. Phase II of the program, which is where the program currently stands, seeks to implement system development, user research, business case alignment, refine harmonization propositions, and receive final approvals. On February

27, SMART hosted a workshop with representatives from MTC and North Bay Transit Agencies to provide feedback and discuss the next steps in the program.

Transit Coordination Meetings:

- January 8 and 22, 2020 – Sonoma County Transportation Authority’s Transit Technical Advisory Committee meeting, with the second meeting called to discuss SCTA’s Measure M reauthorization program proposals.
- February 5, 2020 - Staff attended the Metropolitan Transportation Commission (MTC) monthly Transit Finance Working Group meeting.
- February 13, 2020 - North Bay Transportation Officials Meeting – Staff attended and topics discussed among the various North Bay transit operators included a presentation from MTC staff on an online tool to compare transit agency’s meet times, seamless transit policy proposals, data and procurement, and emergency management coordination.
- February 27, 2020 – SCTA hosted The Future of Public Transit in Sonoma County webinar with the bus transit operators as guest speakers. SMART staff participated as a public member.

GRANT ACTIVITIES

Affordable Housing Sustainable Communities: The State of California has created the Affordable Housing Sustainable Communities (AHSC) Program with the fifth cycle of programming underway for \$550 million available statewide. SMART submitted as a joint applicant with MidPen Housing and the City of Santa Rosa for the Roseland Village Project, to construct 75 affordable housing units and a series of transportation investments. If successful, SMART and the City of Santa Rosa would receive resources to complete the SMART Pathway from Joe Rodota Trail across 3rd Street, connecting to the Downtown Santa Rosa Station. SMART would also receive necessary funding towards the completion of the Windsor extension project. The State will conduct technical reviews in April and announce awards June 25, 2020.

Transit and Intercity Rail Capital Program: The State of California issued a Call for Projects in October 2019 for applications for the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP). This 2020 TIRCP grant cycle will program projects starting with the 2020-21 fiscal year and ending with the 2024-25 fiscal year and will add \$450-500 million of new money into the program from Senate Bill 1 and Greenhouse Gas Reduction Funds. SMART submitted a request for \$20.9 million of TIRCP funds for the Russian River Bridge Rehabilitation and Healdsburg Station project. Applications were due January 16, 2020, and awards will be announced April 2020.

