



**BOARD OF DIRECTORS  
MEETING AGENDA  
April 7, 2021 – 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, April 6, 2021 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 March 17, 2021 Board Minutes
3. Board Member Announcements
4. General Manager’s Report
5. Public Comment on Non-Agenda Items
6. Consent Calendar
  - a. Approval of Monthly Financial Report

## Regular Calendar

7. Performance Measures – Part 1 (*Informational/Discussion*)
8. Capital Improvement Plan and Funding Opportunities FY 2022 - FY 2031 (*Informational/Discussion*)
9. Closed Session – Conference with legal counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a); Filemon Hernandez, et al. v. Sonoma-Marín Area Rail Transit District (SMART) – United States District Court for the Northern District of California - CIV No. 4:21-cv-01782
10. Report Out Closed Session
11. Next Regular Meeting of the Board of Directors, April 21, 2021 – 1:30 PM
12. Adjournment

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### DISABLED ACCOMMODATIONS:

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 [Irosas-mendoza@sonomamarintrain.org](mailto:Irosas-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  
March 17, 2021 - 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 Rabbitt called the meeting to order at 1:30pm. Directors Bagby, Colin, Connolly, Fudge, Garbarino, Gorin, Hillmer, Lucan, and Pahre were present; Directors Arnold absent; Director Rogers joined later.

2. Approval of the March 3, 2021 Board Minutes

**MOTION:** Director Hillmer moved approval of March 3, 2021 Board Minutes as presented. Director Gorin second. The motion carried 10-0 (Directors Arnold and Rogers absent)

3. Board Members Announcements

Chair Rabbitt made an announcement on behalf of himself and Director Connolly regarding the SMART's staff recommendation for the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) Funds, SMART came out okay, which if it's approved by MTC Board, SMART will receive \$1.78M instead of \$176,000 which was Option Two, this is very good news for the organization.

4. General Manager's Report

Chief Engineer, Bill Gamlen, announced that SMART's Operation Staff have completed installing the ultraviolet (UV) light sterilization upgrades on all 18 of its train cars. In addition to the new UV light disinfection system, SMART has upgraded its onboard HVAC system with MERB 13 air filters. The MERV 13 filters provide 67% improvement over the old filters. There are hand sanitizers on each train car and our Train Engineers also have extra masks and sanitary wipes in case passengers do not have a mask or want to wipe down the area.

As discussed, a couple meeting ago, SMART had a challenge with the Sonoma County Pathway project within the Petaluma section to determine how to get across McDowell Blvd. These challenges were: 1) the traffic on McDowell Blvd. and getting a safe crossing; and 2) the type of funding. This project is funded from the Active Transportation Program Grant through the Metropolitan Transportation Commission, SMART was informed that MTC will be dedicating State funding through that grant instead of Federal funding. This grant decision allows SMART a little more flexibility with our CEQA alignment of the Pathway and we will be able to keep the pathway in the right-of-way, which was a concern to many. Staff is working closely with the City of Petaluma on getting a safe crossing across the four lane McDowell Boulevard.

Chair Rabbitt thanked staff for the installation of all the safety measures on the trains.

#### 5. Public Comment on Non-Agenda Items

Steve Birdlebough stated that the campaign for renewal of the sales tax measure has already started. There have been opinion columns in the Independent Journal (IJ) and they are looking for cost per rider during the pandemic. He suggested looking at some of the things that make the 2008 campaign successful. The biggest efforts were door to door canvassing by the Sonoma County Conservation Actions. They were knocking on 70,000 doors every year having conversations regarding the SMART passenger train. He thinks it is time for everyone start to think about the renewal efforts to inform the public about the benefits and responding with facts to the critics against SMART.

Jack Swearingen stated that Friends of SMART was formed during the 2002 campaign and was responsible for getting the first public momentum going. There are active members since the 90s and they could be useful because of their memory and could work with the new campaign. They have an opinion of what worked well in those campaigns. Mr. Swearingen moved to Santa Rosa in 2002 and he has been supporting commuter rail since 2004. He thinks it is very valuable to go back and look at what went well and right during the earlier campaigns.

Mark Mortensen encouraged the Board to budget sufficient funds to build the SMART Bike and Pedestrian Path. This will help align with the Sonoma County's Climate Mobilization Strategies of getting people out of out of vehicles and reduce greenhouse gases by facilitating more members of the public to use their bikes or their feet to get to places. He thanked the Board for prioritizing this important transportation option, so that the County can work towards meeting those important goals and reducing emissions.

Patrick Seidler stated that he emailed his letter to the Clerk of the Board, as he had a hard time getting into the public comment portal after 5pm. His letter is to follow up on Chair Rabbitt's suggestion to get information on the unbuilt segments of the SMART pathway and to identify the segments that had been environmentally cleared. He suggested that staff provides not only the Board but also the public through the website, the following documents: the 2006 CEQA clearances, 2016 Caltrans EIR NEPA clearances, and any other environmental clearances. Staff has not shared with the public the 2003 Long Term Right-of-way and Speed Charts and 2008-2010 Alta Transportation engineering designs. He asked what the cost is to run weekend service after farebox recovery. Ridership is it at all-time-low and unrestricted funds are at an all-time-

high and so much of the SMART pathway remains to be built. It appears that SMART has almost \$60M unrestricted funds with more possible funds coming in. The cycling and pedestrian community have been told that there is no money to build and cannot be built because of limited funds. We have record funds and hope that your time and attention can focus on that as we move forward in the special moment to get the facts be transparent.

Eris Weaver said that she is very happy that State funds will be used for the pathway segment in Petaluma. She stated that Directors Bagby, Lucan, and Rogers will be joining her on a bike tour from Santa Rosa to Novato a week from Friday and extended the invitation to the Board. She agrees with Mr. Seidler regarding using the available unrestricted funds to complete the pathway. Another big COVID package was just passed, and some of the funds will go to transit and she is really hoping that a significant portion of those funds can get allocated to fill in some of the pathway gaps since SMART does not particularly compete well in the statewide grant against some of the other parts of the state for bike path funding. She suggested having statistics usage of the path, this information would be useful. The SCTA has bike pedestrian counters that jurisdictions in the County can use to get counts on the path. She is very interested and willing to help figure out where the best locations might be to do those counts and conducting a survey of people on the path about their experiences of using the path.

Rick Coates stated that ECORing has supported SMART since the inception. The campaign for SMART has already started and should be gearing up on SMART's site as well. He is looking forward to the resumption of weekend service, it is important to get tourist cars off the highway and onto the train.

Richard Brand stated that one of the reasons he moved to Sonoma County was because he lived in Palo Alto and he would take Caltrain to go into the City for shopping. Every time he goes into Windsor to go shopping, he says it would be nice to be able to take the train and get off at the new depot to shop and not have to drive. He agrees with Mr. Birdlebough that we must start thinking about how we get the people thinking positively about supporting the tax plan to keep this passenger service going. He looks forward to taking the train to Larkspur to attend the San Francisco Symphony. Also, community outreach is very important to gain community support for the forthcoming tax measure.

Chair Rabbitt thanked all attendees for their comments. Clerk of the Board Ms. Rosas-Mendoza informed the Board that various emails were received after 5pm deadline and will be forwarded to Board.

6. Consent
  - a. Accept Monthly Ridership Report – February 2021

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

**MOTION:** Director Lucan moved approval of the Consent Agenda as presented. Director Gorin second. The motion carried 10-0 (Directors Arnold and Rogers absent).

Director Rogers joined at 1:57pm

7. Authorize the General Manager to execute Contract No. OP-IS-20-002 with Intelligent Technology Solutions, LLC (ITS) to provide IBM Maximo Software as a Service (SaaS) and associated support services for an amount not-to-exceed \$783,000 for the term of the Agreement

Information Systems Manager, Bryan Crowley stated that the item for your approval is a contract with Intelligent Technology Solutions (ITS) to provide Maximo software as a service and their associated support services for on call support, reporting and system customization.

The contract is for 39 months (three years and three months) of Maximo licensing and support services in the total amount of \$783,000. This agreement includes pricing for two one-year options to renew Maximo for licensing costs of \$113,829 per year.

In 2015, the Board adopted a Resolution executing a five-year agreement with ITS, to implement, provide support and customize the Maximo system for the District. Since we use Maximo to track maintenance assets, inventory, work execution for our departments here; the system can provide reports to demonstrate compliance with Federal Railroad Administration requirements.

A Request for Proposal was issued on December 29, 2020. SMART received 5 proposal and the evaluation committee reviewed the 5 Proposal using the criteria that was identified in the Request for Proposal: which included technical review, proposal fee schedule and reference checks for each firm. The evaluation committee opened negotiations with the top rank firm and recommended ITS as the firm that will provide the best value to the District.

Staff is recommending that the Board authorize the General Manager to execute Contract Agreement No. OP-IS-20-002 with Intelligent Technology Solutions.

**MOTION:** Director Garbarino moved approval to Authorize the General Manager to execute Contract Agreement No. OP-IS-20-002 with Intelligent Technology Solutions, LLC (ITS) to provide IBM Maximo Software as a Service (SaaS) and associated support services for an amount not-to-exceed \$783,000 for the term of the Agreement as presented. Director Gorin second. The motion carried 11-0 (Director Arnold absent).

8. Review of Listening Session Comments/Suggestions (*Discussion/Provide Feedback*)

Chair Rabbitt stated how grateful he is of the leadership of our previous Chair Lucan for working through and arranging a total of nine listening sessions to date. He acknowledged Directors Connolly, Hillmer and Rogers for helping within the other counties as well, and everyone for participating. We received very valuable comments, suggestions, and questions. The report is arranged in different formats: by location, category, and types. The pattern that he recognizes is that people like the train and want more service. There are some sections in the report that we can take and further expand upon; staff already has taken that as we move through this year, we have scheduled a few meetings that discuss some of these specific topics. The Board has looked at SMART's budget more often, due to the pandemic, but also because of the issues that we heard through listening sessions.

Chief Financial Officer, Heather McKillop, stated that today staff would like to receive feedback and not go into a lot of detail on the individual comments or items. In the upcoming meetings we are going to describe and talk about topic where we can go into more in depth with the Board, each of these topics came out of the listening sessions. We received a lot of productive comments. The comments are formatted by location, and by group. Staff looked at various ways of putting them together to identify major topic areas that can be addressed in the future. In January 2021, SMART's General Manager prepared a schedule of meetings over the next six months, to address a lot of the areas that we heard were of concern to our constituents. Today, staff is presenting the outcome of those listening sessions and how to address them in more detail going forward.

On April 7<sup>th</sup>, staff will begin the discussion regarding the Capital Plan and Performance Metrics. There have been discussions on ways that SMART should measure performance. The Capital Plan will be of great interest to people based on the comments because that will deal with how much money do we have available over the next 10 years, and how does the Board want to apply those dollars to complete projects, whether it be the pathway or finishing the train to Cloverdale.

On April 21<sup>st</sup>, staff will be discussing the "Welcome Back Campaign". We heard a lot of comments about getting riders back now that the pandemic has been going on for a considerable amount of time. How is SMART going to attract people to the train?

In May, staff will provide a Freight update and we will have the first draft of the Budget. That will hopefully take into consideration of lot of what we have heard in the previous meetings to be able to incorporate that into the Fiscal Year 2022 budget. However, fiscal year 2022 budget is not going to be able to solve all the problems and issues that came out of those listening sessions. Part of that will be developing and incorporating the Capital Plan into the Short-Term Transit Plan to be able to see the outlook between now and 2031.

In June, staff will ask for adoption of the budget and the Short-Range Transit Plan. Now, those are our proposed schedules, and we are assuming that some of these topics might take a little longer than what was proposed. The meetings in February and March were designed to remind you on a day-to-day basis at SMART and the employees that perform those functions on a day-to-day basis.

Today we are looking to receive input on areas that that may have missed in scheduling the upcoming sessions and things that we may need to go into more depth when that topic area comes in front of the Board.

Chair Rabbitt stated that he has a paper copy, and he has been highlighting and organizing what we heard. Ms. McKillop and General Managers Mansourian's approach to categorize and indexed was convenient and worthwhile, and this document puts a path forward of how to set up meetings to discuss these issues more in depth.

Comments:

Director Rogers thanked staff and appreciated the categorization. He liked the way that people can look and plan for when additional conversations coming up. In the listening sessions that he attended and looking through all the notes from the different listening sessions, there are some very specific conversation topics that people wanted to address. One that is very important to my community that you all know, is the Jennings Crossing; there are additional ones such as what the makeup of the Board looks like, potential changes to governance, how are those additional, call them more specific issues, going to be addressed and how might the public find where the appropriate location is for us to talk about them in our categorization.

Chair Rabbitt said that on his behalf, certainly Jennings crossing is a project that would need to be discussed during the Capital Plan that is coming up. Director Rogers clarified that is the overall, at-grade crossing policy and used Jennings Crossing as a particular example, however, there are several different at-grade crossings. Chair Rabbitt said that would be distinct and separate from the Capital Plan discussion. Director Rogers responded that it would be a policy discussion not a funding discussion.

Chair Rabbitt stated that the governance issue would take some additional legislation to make any distinct change, however we can have a discussion at an upcoming convenient point in time that will fit within the schedule as well.

Director Bagby stated that she agrees with Director Rogers about having a discussion regarding the at-grade crossing policy. This issue is a crucial detail for future development in Cloverdale. There is a major piece of property development that was under the assumption that they were going to be able to have an at-grade crossing. We just need to have that issue settled, so that we know how it is going to move forward and work with those developers. She reminded the Board and members of the public that she was able to attend the listening session, even though she was not a Board member. She repeatedly heard the issue around the Jennings crossing from public in Cloverdale. The residents of north county like Cloverdale, Geyserville and Healdsburg would like to easily access job centers, and education center like the Santa Rosa Junior College via walking or a bike path. Various people who are coming in from outside would like to access robust a transportation network.

Director Colin thanked SMART's staff for taking the time to conduct the listening sessions. She recognizes that this is her third meeting, but she had a different take on the listening comments, it seems to her that what we are trying to do is to use this information to figure out how do we build trust again with the Community, how can we be more responsive, and how to get riders back on the train. This is foundational work, in addition to the very specific topics that the previous Directors already mentioned, there are very specific and broad topics. She said that it is very hard to connect pages of comments with these broader goals. Director Colin said that additional outside marketing expertise is needed to assist staff. This is tough information, and these comments are not weighted or prioritized. It is great that we have started on this, but she felt there are missing steps to go to the "Welcome Back Campaign". She is concerned that the spreadsheet of comments and other topics/issues might be missed.



Director Connolly thanked staff for the level of work to categorizing the comments, however, the information still has the feel of raw data. He asked how we use this in an effective way to create next steps in terms of actions items, whether they will be forming some subcommittees or circling back with stakeholders and hiring outside expertise. There are a couple of extra steps that need to happen, in a better form, since this is essentially being presented with raw data on.

Chair Rabbitt stated that on staff's behalf, this is exactly what was asked to present. Staff really went above and beyond to make sure that every meeting was posted online, you can listen to each of the nine meetings. These are every single comment that was spoken by anyone who joined those nine meetings and then categorize in a way that you can read them and make your own assumptions about what was heard. Director Connolly responded that it is worthwhile, however there is a little disconnect between that and what we are being asked to do now, there needs to be a couple more steps before concluding to the next steps.

Director Fudge agrees with Directors Connolly and Colin comments. She joined four of the listening sessions and was overwhelmed by the summary list. She tried to pick on common things that people were saying, but she needs to print the spreadsheets and color code the comments, so that she can put them in a format that she can use. She appreciates all the work staff did to put it in order of questions and comments. However, there are more steps that are needed to move to the next session of meetings perhaps placing them in separate categories like the way the section of bike and pedestrian pathway. It is going to be difficult to get to the next session of our meetings and trying to create new policies for near term or far term, there is still a lot of work to get to that point. In terms of at-grade crossings, there is a lot of history and it is not just policy, it is a safety component and the Public Utilities Commission, there are crossings in Cloverdale, Healdsburg, Jennings, and maybe more in the future. She suggested we need a short agenda item, explaining history, safety and the decisions made especially for newer board members. The listening sessions were to get in touch with the public to listen to their input about how SMART is doing and what is expected to do in the future.

Director Hillmer stated that he can think of at least three or four steps that could take place. The Board probably will not get into a consensus on what those are given today. He is happy to participate in the efforts if there is a subcommittee. He agrees with Director Connolly and states that the information is still in a very raw state currently.

Vice Chair Pahre stated she is very excited to think about moving forward, as she reads through the comments, she thinks that there is an information gap. Rather than blaming, she thinks there is a solution that can fill those gaps. We have been over the policy history various times, for those of us that have been on the board for a long time. There have been various questions asked of SMART's responsibility for housing, zoning, first and last mile and we could just take those areas that we are wanting to cooperate and be part of the solution, however we are not the lead agency in those. This could be important that we could put in front of us and in front of the public on a regular basis and is just an important part of our discussions.

Director Lucan stated that at a high level we are very appreciative to everybody that joined these listening sessions staff gathered a tremendous amount of information and it is helpful

but also a challenge for us as Board members to try to figure out what do we do with the information. This is the first step of many, and he agrees with most of the comments that have been shared. The hard thing is how do 12 Board members decide for 500 to 1000 comments and try to decide on anything which is not an easy task. He appreciates staff for the buckets because when we look over the next several months, there are laying those buckets that allow the Board to discuss many of these. During the listening sessions he heard the public ask about the following: the pathway, the capital plan, reopening and getting riders back on the train, and fares. There are some that are missing, and I would be in favor of having that discussion. Even if the Board has the discussion and we decide either to do something or not do something I think we owe it to the Community. One of which is, we did hear comments about Board governance, and we can have that conversation and know there is nothing we can do quickly to make that change, but if there is most of the Board that wants to make that change, we ought to at least start that process, because we know it involves Legislation and that could take a few years. We have started the conversation regarding the Citizens Oversight Committee as a Citizens Advisory Committee and what are the next steps, probably need a follow-up meeting to discuss. Although it was not explicitly mentioned in the reopening topic, however, it is a very important since it involves how to get people back on the train is the discussion regarding fares.

Director Garbarino thanked staff. She was able to listen to all the listening sessions and they were all very positive. She said that when you open yourself up to being vulnerable you can expect various comments coming forward and she thought there were a lot of good, constructive ones. It was a great effort and took a good deal of effort as well on the part of the people that did the sharing of those listening sessions, they were very gracious and glad that SMART conducted them.

Chair Rabbitt supported staff for bringing forward the raw data for us to review things that need more discussion and things that may be missing. We can name these things and fit them into our calendar going forward or if it does not perhaps, we can make sure that we cover that at an upcoming date coming up for the Board and staff.

#### Public Comment

Eris Weaver stated that she was looking forward to this presentation and conversation and is feeling disappointed. She read the summaries of all the sessions and counted the number of participants which are close to 500 people who took apart over the course of all these sessions that is a lot of people's time. What she was expecting to see was based on all these comments are the things we are thinking might be what we want to do. What she is hearing is that we will put more stuff and more agendas and discuss later. There has been months of this process and she is disappointed and thought there would be more concrete discussion and actions by this point in time.

Richard Brand stated that he is impressed of all the data. Obviously, first, you must get the raw data and there is a lot of data points and the Directors have made some good recommendations and he complemented staff on putting this together. He suggested that SMART hires a consultant to handle raw data and make recommendations of different options and categorization. He agrees with Director Colin's comment regarding marketing which is very important. The Board does not have time to do this, and it is not the expertise of staff, spend

the money it is tough, but it will pay off because the voters will realize you took the right path.

Willard Richard stated that the staff report focused on completing the collection of inputs. The recent update reports to the Board on the various SMART departments helps the Board understand what is happening however it is not clear to him that they have any effect on the public. Time is passing rapidly and if SMART is going to have a Citizens Advisory Committee, that needs to be set up quickly, since it takes time to establish and it takes time for the committee to get familiar with various information, especially if the campaign is going to start. He agrees with Director Fudge that at-grade crossings issues calls for an agenda item. He urged the Board to move quickly and expeditiously on how SMART is going to reach out to the public what are we going to say, and if SMART is going form an exploratory committee they help with campaign.

Jack Swearingen stated that he appreciated the responses of the Board members who spoke regarding the summary of listening sessions. He suggested looking for a core message. He also considered the sessions were not broad enough to cover the public's input. The sessions were specific, the bicycle community was heavily represented, and they spoke out on their support. There are a lot of segments of the public that were not yet heard from like the business tourism, environmental groups, ridership, local governments, all these special groups have not yet been asked to weigh into the listening sessions.

Warren Wells stated that the listening session document contained in the board packet, looks to him as if it should have been included as an Appendix. The report does not include any actionable information for the Board. The comments are grouped by category with no efforts to code the comments in a positive or negative way. In the Pathway section there are just comments and cannot tell whether how many people are in support of building the rest of the pathway or the pathways is fine as it. This is the first step, and he is not sure if someone with expertise needs to be hired, however qualitative data analysis is tough and requires more than what is shown.

David Schonbrunn stated that he has three comments: 1) the SMART website "Watch a Board Meeting: does not have any information on how to participate on the Zoom meeting. The public needs to go to "Calendar and Meeting Packets" page to get the Zoom meeting link; this is wrong in terms of having a transparent connection to the Board meeting; 2) the listening session for environmental groups was announced months ago and he would like to participate, however it feels like that is not happening or has been dragged on and does not feel like input will come from that direction. Finally, the staff report is completely overwhelming with the amount of data that cannot be processed or is not helpful in this format.

Duane Bellinger wished everyone a Happy St. Patrick's Day. The City of Petaluma was missing from the listening sessions and he hope it is scheduled soon because he would like to hear from the public as to why East Petaluma has gone from  $\frac{3}{4}$  of support for Measure Q to less than 50% support for Measure I. There was the transit-oriented development group and various coalitions that supported Measure Q. He said it would be helpful to schedule a listening session to address the transit-oriented development. He had the pleasure of watching the first BART train being built in San Diego a half of century ago. The discussion regarding at-grade crossing will be helpful to include the Corona Station, since it will have approximately 55 children

crossing the rail every day and should be a safety concern.

Patrick Seidler stated that Director Lucan did a tremendous job as a Chairman running those meetings. Chief Engineer, Bill Gamlen's participation was particularly effective as well in those meetings. He said what is missing is what is the message for Measure I. Staff is getting data and information to develop a strategy to succeed and get voter's approval. The comments from Directors Connolly, Colin and Rogers were on target and it is not a race to complete this exercise because the object of this exercise is to get voter's support. The public needs clear information, especially when it comes to the Pathway, since there are a lot of people saying they voted for the Pathway. In 2006, Measure R lost by three or four points because 50% of the pathway was going to be build. In Measure Q it increased to 100% of the pathway from Larkspur to Cloverdale and with \$91million of funds and got approved by two thirds of the vote. During Measure I, the Board basically divorced the pathway since it was not mentioned at all. In fact, privately we were told that we must support Measure I and SMART. Measure I only received 54% of the vote, and what needs to occur is to rebuild that coalition and gain the voters confidence to a transparent process and get a strategic approach that the voters approve that include completing the greenway from Larkspur to Cloverdale. He urged the Board to keep the obvious in mind and address the Pathway of how to make it work. Director Lucan and the Novato City Council are doing a great job in leadership and he encourages the Board to look at that. The City of Novato will be building 2 miles of the pathway off Rowland Blvd for SMART and there is an opportunity of putting in three segments in Novato which will give Novato a huge segment of the greenway. Lastly, he added, "Let make it a process and not a race".

Steve Birdleough stated that the listening sessions were very well handled, they were truly listening sessions, there were no efforts to respond and tell the people who were expressing themselves that they are wrong, it was an opportunity to hear what is on people's mind. People's concern were that SMART does not have enough money to build what was promised and asked what is being done about that. There needs to be a serious thought about all the supporters and what they expected, and they were disappointed and where we go from where we are and best course forward, it could help to have outside consultants looking into that.

Sheila Baker stated that she agrees with all the comments that have been made. She agreed with Mr. Bellinger's comments, which he knows the City of Petaluma like the palm of his hand. The residents of Petaluma got involved on real estate developments, and housing projects and missed the point that there is a passenger train. The people in Petaluma are very conscious about their tax dollars, which is going to be a challenge. This data presented needs to be complied in a way that can be marketed. We do not have time and we have difficult places where we need voter's support.

Jean Severinghaus stated that she appreciated the listening sessions, she attended several and they were excellent. She thanked Director Lucan for his leadership and acknowledge the Board members who attended. She read the report and there were great answers from staff to many of the City and town questions, however when reading the bicycle pedestrian section, there was a lack of answers from staff. Is that something we can look forward to in a future meeting to have answers to those questions. What is the missing discussion on the bicycle and pedestrian, it is not clear when the next discussion will be, and she asked for clarification?

Director Fudge said she had a recommendation in hiring a consultant team; the Town of Windsor has just gone through a two-year budget process and the Town Manager hired a management consulting firm who worked with the Town manager and communication specialist. She had her doubts as to how effective they would be since it is a very difficult time for the Town of Windsor. Through the budget workshops that they conducted they added a great deal. She will provide General Manager Mansourian their contact information and thinks they will be able to take this information from a global view and help staff work through categorize the report and work with the public and next steps, since they have organizational expertise. She strongly recommends the management consultant firm that assisted the Town of Windsor go through a successful budget process. The firm can help SMART formulate a plan and guide the Board in the next few meetings. She will forward the firm's contact information to staff to start a conversation.

Chris Rogers stated that he was one of the Directors interested in conducting these listening sessions for various reason. He wanted to get answers as to why does the public does not see the same train that the Board and supports see at this time. Why don't they see same value or appreciate it the same with the people who have been involved with SMART from the beginning. It has been talked about the differences each time that the tax measure has been on the ballot, there are some commonalities and things that have changed. This process was not to be able to check a box and inform the public say that we have conducted community listening and we are going to get another tax measure past. We gave added value to the community with passenger service and the path being build, SMART support has dropped. How do we build public support again? How do we make sure that the community feel they have this ownership over this public asset?. He thanked staff for doing a wonderful job of trying to categorize everything that was heard, and the commitment from the Board was to listen and find themes and then walk through each of those conversations whether easy or not, the Jennings Avenue crossing, Board governance are not easy conversations to discuss. Some of the criticism we heard of our own staff that we do value, those are not easy conversations, but I think that there are things that he heard from people in the listening sessions who don't show up to every single board meeting, that are not typically involved, however they want to have a say in what this train looks like, so he is very comfortable with the direction that staff and the Board are headed. He does not want to lose the details of people we have heard, and the Board has made a commitment to have those difficult conversations with the public, whether we go for a new tax measure in the future we can say, we heard you, we had a conversation and some things we agreed and made some changes and others we did not agree and made some changes. The question he would like to respond to when this is completed is what we did different because of the people who took the time to participate with this board and provide thoughts.

Director Gorin stated that she has been a supporter of the trains since the very beginning and thought it was the right way of moving forward to build a transportation system for the future. She has taken the train once since she had regional meetings in the City prior to COVID and the train did not work for her. She represents the Sonoma Valley, and she does not want to rehash the decision that the Board made regarding the LPG storage tanks in Sonoma Valley. Every time someone passes through and sees the storage containers, it reminds people that there is no train service from Sonoma Valley and Highway 37. This eyesore in Sonoma Valley facing the

residents every single day and fearing about a potential future emergency explosion fire, we had fires very close to where the stored tanker were and by the luck of firefighters it did not get to that place. The West County and North County do not have access to trains, do people use the train for tourism, or commute patterns from Marin County and Sonoma County. We should answer the voters' questions and queries from those areas that are geographically distant from the train corridor as to whether it makes sense for them to continue to fund the operation of the train. It has been difficult for SMART and all the other transit agencies during COVID, the recession, and the loss in revenue. The Board potentially cannot answer those questions, but she would support the Board's suggestions that we work with a Citizens Advisory Council to help address those to help form the basis of what a campaign and advocacy might look like. She thanked the Board members for their active listening at those sessions. Lastly, she stated that many people from the Community did not attend because the SMART Train is not relevant to their lives, other than is it for the future.

Director Hillmer stated that first time receiving information is an issue and we have been reminded today. Getting everybody on the same page and showing collective understanding and displaying through action is tough. He has heard several team building messages that need to be consider. He asked when the was the last time was that the Board met to discuss a strategic planning that was not dominated by an operations presentation. He said it might be time to consider a team building meeting.

Director Lucan stated that he has heard there is more listening to be done and he agrees. The key findings from these listening sessions are that they are certainly not done, and they were focused on a period, but there is an opportunity for more, if there is any user group or stakeholder group, that would like to share feedback, he urged them to contact SMART's staff. Every single public meeting that the Board has is an opportunity for listening, that is why there is a public comment item at our meetings, and we take public comments via email. Any member of the public or a stakeholder group could contact any Board member, whose email addresses and contact information or on SMART's website and is important that the Board continue to listen and do a better job of hearing what happens in the communities. Lastly, he did hear a couple critiques during public comment on the staff presentation that they came before us, and whether it was professional or really went through the data, he clarified that the Board did not ask our staff to do a full detailed analysis and to come back with policy options. We asked for the raw data and that is what we have got. Staff provided the Board what was asked, if staff took those comments and put them together in a policy recommendation, the criticism may have been you did not capture the right information and how is it that staff is proposing policies before the Boards had an opportunity to discuss. He asked Mr. Gamlen to provide a brief update of how the information was complied. Staff did an excellent job, and any criticism should be directed towards the Board, and not the staff in that presentation. Mr. Gamlen responded that General Manager Mansourian liked the idea of categorizing information to at least provide structure in areas, staff always took the listening sessions and gathering data and now it is probably time for the next steps.

Director Fudge stated that the management consulting firm that Town of Windsor used conducted background work with staff, and they learned a lot about our budget and priorities, they worked individually with Counsel and others. When they got together and started to go

through the budget session, the management consulting conducted a team building exercise, which made everyone focus the information. She will contact General Manager Mansourian because she thinks they could really pull this together just like they did at the Town of Windsor.

Director Connolly stated that it has been a helpful discussion today and do not think anyone is trying to single out or pick on staff. The sentiment that is being heard is what is the right pathway to get to next steps. He has a specific idea that he has floated for two or three meetings, that is reinforced by the level of commentary we are hearing, specifically on the issue of pathways is to form a subcommittee to get into those issues and move forward. It would include further engagement with the public, stakeholders, the Board, and staff. He is just providing example, assuming there is an interest, it can be standalone, or it can be part of those next steps that have been discussed today. He is not sure an outside consultant is needed for the basic issues, but a consultant can play a role in moving forward, but again that is more specific example and it is not really a criticism of staff that they did not provide for this meeting, at some point it needs to be discussed.

Director Hillmer stated that if the Board feels the direction for getting better focus of our group involves putting together a subcommittee, he believes in developing an understanding of exactly what it is we want to do before getting expertise involved is important. He is happy to volunteer if Director Connolly is calling for it.

Director Rogers is in support of Director Connolly's idea.

Chair Rabbitt stated that he wrote down damned if you do damned if you don't not from staff standpoint what they did was excellent and they provided exactly what the Board asked which was to summarize each comment and not leave any out because of that one person who made a comment was to go back and look and did not see they would question staff. This is an opportunity to receive public comment like we do each meeting from a bigger broader audience in a more convenient time and place and more focused, perhaps. The Board and staff do not take action from public comments of the day, that sometimes does get swept into actions that get incorporated later. He agrees with Director Connolly's suggestion. There have always been in the back of his mind not being on SMART Board from the very beginning. SMART has a history and sometimes we are we live and die by history, especially the history SMART it is not without some issues that we are still grappling. What is true is that the cost estimate doubles the original projections and ridership number where aspirational, we have a single-track system. The further North we build, the harder it is to obtain funds. In the multi-use path, SMART's obligation was placed in the EIR and other pathway sections that we are going to be done by others were not placed in the EIR at that time. We need to have these discussions because we are owning pieces of history that aren't necessarily SMART's to own perhaps they were shaped for a different reason at a different time and it's time to revisit those and move on. This is the first step, and someone said that they were disappointed that there were not more concrete actions, frankly he is not sure how you could have concrete actions with 500 comments and still be Brown Act compliant. However, categorizing and taking the suggestions and placing them into discussions that are going to be coming up gives the Board an opportunity to revisit them and expand upon them. It is valuable to have a summary of everything that was said during the listening sessions to take the next steps. Staff is doing a lot with very few members; however,

he will reach out to staff on next steps.

Director Gorin asked that if SMART forms a subcommittee she suggested that Director Rogers and Chair Rabbitt be included since they worked on the reauthorization of Measure M (roads) and was successful.

Chair Rabbitt stated that there are talented board members who can significantly contribute. Today is an important day to take the discussion to start incorporating these comments and to not shy away from any discussion, no matter how difficult it may be moving forward. He appreciated Directors Hillmer's suggestion regarding the team building exercise, because it is important to make sure that we are all supporting in the same direction overall.

Director Hillmer stated that it has been described several times in different ways the magnitude of the comments, suggestions and overall, the collective amount of information, and the raw data that was placed in front of the Board today. He thanked staff for presenting the magnitude of information and the problems that the Board must define. The quality with which we define that problem is going to show us the way to rebuild the coalition, rebuild the public confidence moving forward, however, we got to where we are today, and it is a complicated set of circumstances that need to properly define the problem, gather the resources, and not waste any time.

Chair Rabbitt stated that it was a great opportunity to have additional public comment today and have 22 attendees presently and he is sure that nearly all those 22 at one time or another, participated in the one or nine listening sessions. The number of comments that we were able to get by going out and doing that proactively is very positive. Sometimes there is a one-off comment that may not be on point, and of course that is up to the Board to decide as a policy question whether is pursued.

Chair Rabbitt adjourned the Board to closed session at 3:12pm on the following:

9. Closed Session – Conference with Legal Counsel regarding significant exposure to litigation (anticipated litigation) pursuant to California Government Code Section 54956.9(d) – 54956.9(e)
10. Report out Closed Session

Clerk of the Board Ms. Rosas Mendoza reported out of closed session at 4:32 PM on the following:

Conference with Legal Counsel regarding significant exposure to litigation (anticipated litigation) pursuant to California Government Code Section 54956.9(d) – 54956.9(e)  
*Report Out:* Direction given to staff



11. Next Regular Meeting of the Board of Directors, April 7, 2021 – 1:30 PM
12. Adjournment – Meeting adjourned at 3:12pm

Respectfully submitted,

Leticia Rosas-Mendoza  
Clerk of the Board

Approved on: \_\_\_\_\_



April 7, 2021

**David Rabbitt, Chair**  
Sonoma County Board of Supervisors

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

**Judy Arnold**  
Marin County Board of Supervisors

**Melanie Bagby**  
Sonoma County Mayors' and  
Councilmembers Association

**Kate Colin**  
Transportation Authority of Marin

**Damon Connolly**  
Marin County Board of Supervisors

**Debora Fudge**  
Sonoma County Mayors' and  
Councilmembers Association

**Patty Garbarino**  
Golden Gate Bridge,  
Highway/Transportation District

**Susan Gorin**  
Sonoma County Board of Supervisors

**Dan Hillmer**  
Marin County Council of Mayors and  
Councilmembers

**Eric Lucan**  
Transportation Authority of Marin

**Chris Rogers**  
Sonoma County Mayors' and  
Councilmembers Association

**Farhad Mansourian**  
General Manager

5401 Old Redwood Highway  
Suite 200  
Petaluma, CA 94954  
Phone: 707-794-3330  
Fax: 707-794-3037  
[www.sonomamarintrain.org](http://www.sonomamarintrain.org)

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 February which includes transactions for eight months of Fiscal Year 2020-21.

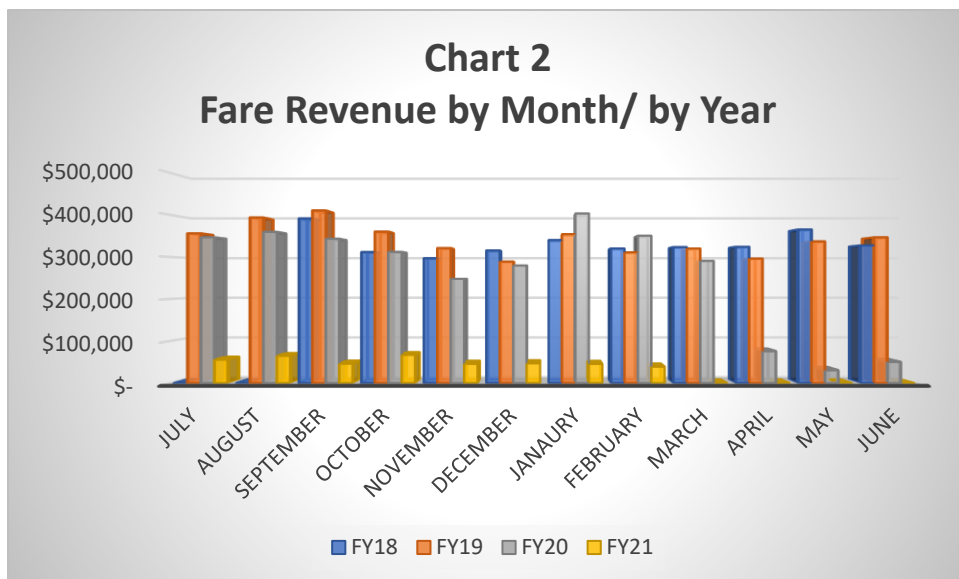
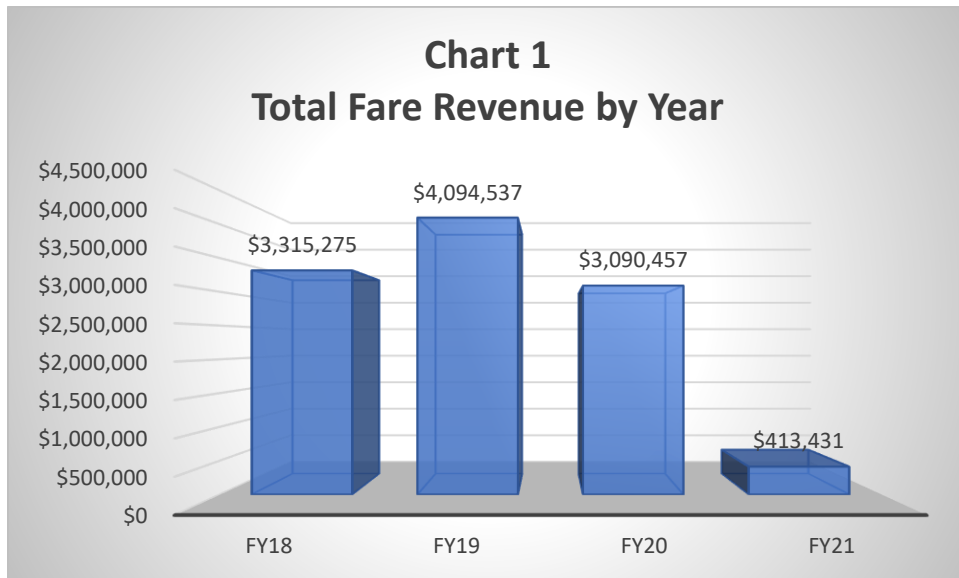
In February, you adopted an amended FY 2020/21 budget. Those revised numbers are reflected in the attached report.

On March 24, 2021, MTC approved the second allocation of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). SMART is receiving \$1,789,716. Those funds will be reflected in the March monthly report, since the funds were approved in March.

On page 2, we are showing \$9,285 remaining in the Bond Reserve Fund. This fund was eliminated when the bonds were refinanced in October and those funds will be transferred to the interest payable fund shortly.

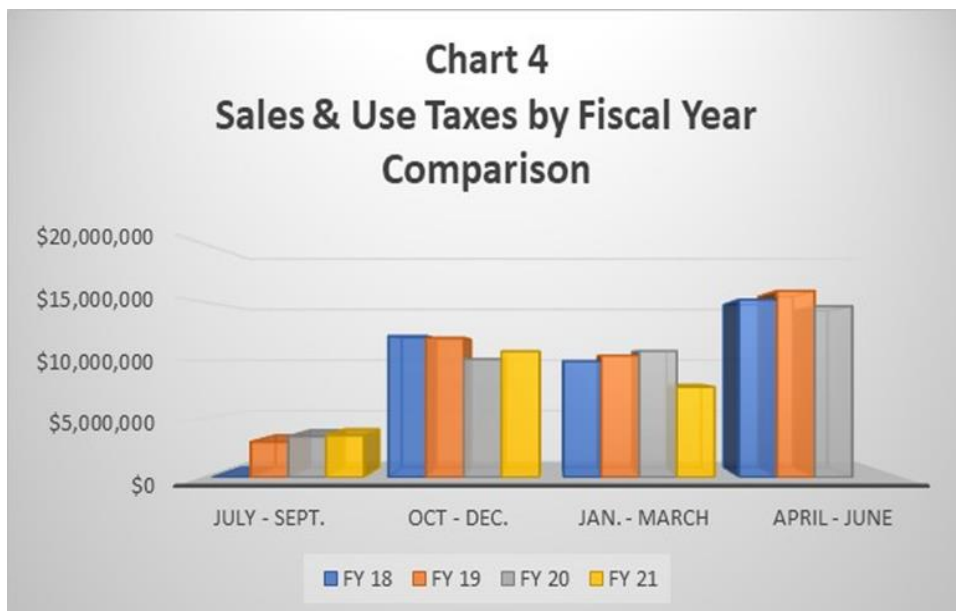
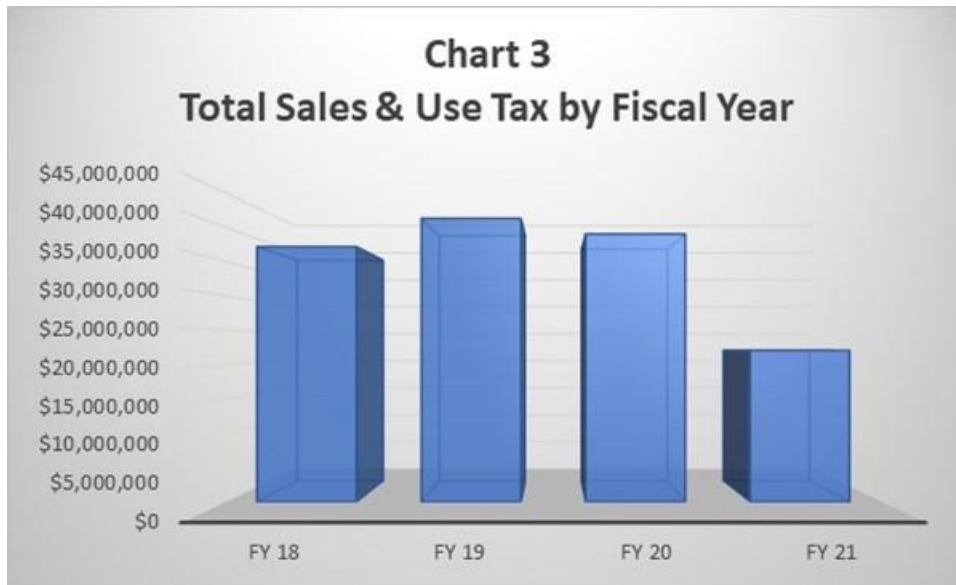
**Fare Revenue**

Fare revenue is \$413,431 for the first eight months of FY 2020/21. Chart 1 is fare revenue comparison for FY 2018 – FY 2021 to date. Chart 2 is fare revenue comparison by month and fiscal year.



#### Sales & Use Tax

The amended budget estimated sales and use tax is \$39,133,000. Through February 2021, we have received \$22,051,132. See chart 3 for a comparison of sales tax by fiscal year and chart 4 for sales tax by month by fiscal year.



Very truly yours,

/s/

Heather McKillop  
Chief Financial Officer

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

**Sonoma-Marin Area Rail Transit District**

Monthly Finance Reports  
Through February 2021

	FY 2020-21			
	Revised Budget		Actual	Remaining Budget
<b>Revenues</b>				
<b>Administration</b>				
Sales/Use Taxes	\$ 20,653,096		\$ 17,706,076	\$ 2,947,020
Interest Earnings	380,000		238,407	141,593
Rent - Real Estate	313,700		227,770	85,930
Advertising Revenue	45,000		10,032	34,968
Miscellaneous Revenue	4,120,693		4,804,551	-
<b>Administration Subtotal</b>	<b>25,512,489</b>		<b>22,986,836</b>	<b>3,209,511</b>
<b>Operations</b>				
Fund Balance	-		-	-
Sales/Use Tax	9,484,719		4,345,056	5,139,663
Fare & Parking Revenue	680,525		415,906	264,619
Federal Funds	9,794,348		6,894,349	2,899,999
State Grants	6,175,380		981,460	5,193,920
Other Charges	65,000		54,709	10,291
<b>Operations Subtotal</b>	<b>26,199,972</b>		<b>12,691,480</b>	<b>13,508,492</b>
<b>Capital</b>				
Sales Tax	5,174,052		-	5,174,052
Federal Funds	4,494,025		-	4,494,025
State Grants	12,626,250		-	12,626,250
Other Governments/Misc	4,956,500		2,433,895	2,522,605
Measure M	157,348		53,091	104,257
<b>Capital Subtotal</b>	<b>27,408,175</b>		<b>2,486,986</b>	<b>24,921,189</b>
<b>Freight</b>				
State Grants	6,000,000		-	6,000,000
<b>Freight Subtotal</b>	<b>6,000,000</b>		<b>-</b>	<b>6,000,000</b>
<b>Revenue Total</b>	<b>\$ 85,120,636</b>	<b>*</b>	<b>\$ 38,165,302</b>	<b>\$ 47,639,192</b>
<b>Expenditures</b>				
<b>Administration</b>				
Salaries & Benefits	\$ 5,041,970		\$ 2,979,392	\$ 2,062,578
Services & Supplies	6,183,260		2,514,059	3,669,201
Debt Service/Other Charges	14,284,259		4,549,220	9,735,039
Machinery & Equipment	3,000		2,416	584
<b>Administration Subtotal</b>	<b>25,512,489</b>		<b>10,045,087</b>	<b>15,467,402</b>
<b>Operations</b>				
Salaries & Benefits	15,510,578		7,846,572	7,664,006
Services & Supplies	8,259,616		2,713,169	5,546,447
Buildings & Capital Improvements	2,429,778		143,726	2,286,052
<b>Operations Subtotal</b>	<b>26,199,972</b>		<b>10,703,467</b>	<b>15,496,505</b>
<b>Capital</b>				
Salaries & Benefits	1,417,761		828,311	589,450
Services & Supplies	852,736		193,515	659,221
Other Charges	3,786,500		2,445,693	1,340,807
Machinery & Equipment	3,177,138		-	3,177,138
Infrastructure	18,174,041		11,357,183	6,816,858
<b>Capital Subtotal</b>	<b>27,408,176</b>		<b>14,824,702</b>	<b>12,583,474</b>
<b>Freight</b>				
Expenditures	6,000,000		8,812	5,991,188
<b>Freight Subtotal</b>	<b>6,000,000</b>		<b>8,812</b>	<b>5,991,188</b>
<b>Expenditure Total</b>	<b>\$ 85,120,637</b>	<b>**</b>	<b>\$ 35,582,068</b>	<b>\$ 49,538,569</b>

Investment Report						
		Amount				
Sonoma County Treasury Pool						
Bond Reserve Fund		\$	9,285			
Interest Fund			595,754			
Principal Fund			3,368,360			
Sonoma County Treasury Pool Subtotal		\$	3,973,399			
SMART Operating Accounts						
Bank of Marin			22,704,005			
Sonoma County Treasury Pool			36,857,898			
SMART Operating Accounts Subtotal	Total	\$	59,561,903			
Investment Report Total		\$	63,535,302			
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
Windsor Extension						
Revenues	\$	65,000,000	\$	12,253,326	\$	52,746,674
Expenditures	\$	65,000,000	\$	23,603,193	\$	41,396,807
Sonoma County Pathway Connector Project						
Revenues	\$	13,573,526	\$	222,619	\$	13,350,907
Expenditures	\$	13,573,526	\$	813,441	\$	12,760,085

\* Total differs from revenue total in the Amended Budget. Variance is related to line 1 of Table 1 of the Amended budget, and is the amount of Sales Tax we anticipate will transfer to fund balance at Year-end

\*\* Expenditures are \$889,941 higher than amount shown in Amended Budget, and are a roll-forward from Fiscal Year 2019-20



## Contract Summary

Active Contracts as of March 1, 2021

Contractor	Scope	Fiscal Year 20/21 Projected	Fiscal Year 20/21 Actuals-To-Date
A.J. Janitorial Service	Janitorial Services for all Stations, Roblar, ROC, and Fulton	\$109,500.00	\$67,920.00
AI-Media, Inc.	As Needed Live Captioning Services for Public Meetings	\$7,500.00	\$2,565.00
Air Technology West	Maintenance and On-Call Repair for Air Compressors	\$7,856.00	\$2,995.00
Alcohol & Drug Testing Services, LLC	DOT Drug and Alcohol Testing	\$25,000.00	\$5,866.00
Alliant Insurance Services	Insurance Brokerage and Risk Management Services	\$70,000.00	\$0.00
American Integrated Services, INC.	On-Call Biohazard Remediation Services	\$50,000.00	\$0.00
American Rail Consultants, Inc.	Railroad Bridge Engineering, Inspection, & Design	\$40,000.00	\$6,035.00
Aramark Uniform Services	Employee Uniform Provider and Cleaning Service	\$18,000.00	\$10,721.00
Asbury Environmental Services (AES)	Recycling & Disposal Service for Used Oil, Fuel Filters, Rags, and Related Equipment	\$20,253.00	\$695.00
Barbier Security Group	Security Patrol Services along Right-of-Way	\$74,825.00	\$0.00
Barnes & Company, LLC	Safety Outreach Services	\$15,000.00	\$0.00
Becoming Independent	Emergency Bus Bridge Services	\$50,000.00	\$7,000.00
Bettin Investigations	Background Investigations	\$8,000.00	\$2,457.00
Bright Star Security, Inc.	Security Patrol Services at SMART's Cal Park Tunnel	\$10,440.00	\$6,090.00
Burke, Williams & Sorensen, LLP	Litigation Support Services	\$100,000.00	\$0.00
Business Training Library, LLC	Cloud-Based Learning Courses	\$12,605.00	\$12,605.00
Certified Employment Group	Temporary Staffing Services	\$35,000.00	\$2,742.00
Cinquini & Passarino, Inc.	Right-of-Way Land Surveying and Related Services	\$36,000.00	\$4,128.00
Civic Edge Consulting	Social Media Outreach Strategy Consulting	\$99,975.00	\$31,785.00
CMC Traffic Control Specialists	Flagging and Traffic Control Services for SMART's Maintenance of Way Projects	\$10,000.00	\$0.00
Corey, Canapary & Galanis	NTD Compliant Passenger Counting Services	\$26,282.00	\$8,617.00
DeAngelo Brothers, LLC (DBI Services)	Vegetation Control Services	\$38,000.00	\$37,651.00
Delta Wheel Truing Solutions	Modifications to the Wheel Truing Machine	\$34,911.00	\$34,911.00
Doug Williams	Fire and Life Safety Consultant	\$8,000.00	\$690.00
Dr. Lance O'Connor	Occupational Health Screening Services	\$3,000.00	\$0.00
Dr. Mark Clementi	Pre-Employment Psychological Evaluations	\$25,000.00	\$12,414.00
eLock Technologies, LLC	Station Bike Lockers and Maintenance Services	\$13,130.00	\$2,783.00
Emily Betts	Transit Planning & Related Services	\$50,000.00	\$13,090.00
Empire Cleaners	Uniform Dry-Cleaning, Laundering, and Related Services	\$40,000.00	\$6,703.00
Emtec Consulting Services, LLC	Oracle Accounting System Support Services	\$15,000.00	\$0.00
Environmental Logistics, INC.	On-Call Biohazard Remediation Services	\$150,000.00	\$0.00
Federated Indians of Graton Rancheria	Tribal Monitoring for Ground-Disturbing Activities - Windsor	\$13,500.00	\$619.00
George Hills Company, Inc.	Third Party Claims Administration Services	\$25,000.00	\$2,698.00
GHD, Inc.	3 Segments MUP Petaluma - Penngrove - Rohnert Park	\$949,101.00	\$613,101.00
GHD, Inc.	SWPP Compliance, AutoCAD Management, Traffic and Hydraulic Analysis	\$52,371.00	\$31,847.00
Golden Gate Bridge, Highway and Transportation District	Customer Service Support Services	\$30,971.00	\$30,971.00
GP Crane & Hoist Services	Cal/OSHA Crane Inspection Services	\$15,000.00	\$1,859.00
Granicus, Inc.	Media Streaming and Internet Broadcasting Services	\$2,514.00	\$2,514.00
Granicus, Inc.	Media Streaming & Internet Broadcasting Services	\$2,986.00	\$0.00
Hanford A.R.C.	Implementation and Monitoring Las Gallinas Creek Riparian Enhancement Plan	\$16,600.00	\$10,179.00
Hanson Bridgett LLP	Legal Services	\$100,000.00	\$29,026.00
Heavy Equipment Transportation, Inc.	Transportation of Heavy Equipment	\$7,350.00	\$5,470.00
Herzog Contracting Corp.	Purchase of Hi-Rail Scrubber Brush Truck	\$458,410.00	\$0.00
Hogan Lovells LLP	Legal Services - Freight and Passenger Rail Sector	\$25,000.00	\$4,979.00
Holland Company	Track Geometry and Measurement Services	\$24,000.00	\$24,000.00
Hulcher Services, Inc.	On-Call Derailment Services	\$100,000.00	\$0.00
Innovative Business Solutions	Payroll Processing Services	\$35,400.00	\$17,834.85
Integrative Security Controls, Inc.	CCTV Maintenance and Support	\$25,000.00	\$0.00
Intelligent Technology Solutions, Inc.	Maximo MMS Implementation and Support Services	\$228,000.00	\$111,612.00
JMA Civil, Inc.	On-Call Civil & Rail Engineering Design Services	\$96,000.00	\$30,738.00

Contractor	Scope	Fiscal Year 20/21 Projected	Fiscal Year 20/21 Actuals-To-Date
Leete Generators	Generator Maintenance	\$4,829.00	\$4,829.00
LMI Disability Consulting	Disability Access Consulting	\$12,000.00	\$2,556.00
Masabi LLC	SMART Mobile Ticketing Pilot Project	\$570,000.00	\$33,250.00
MaxAccel	Compliance Management Software Design/Implementation/Asset Management	\$9,966.00	\$9,074.00
Maze & Associates	Financial Audit Services	\$53,116.00	\$29,667.00
MGrodner, LLC	Project Management Services	\$30,000.00	\$2,730.00
Michael Seybold dba Farmhouse Teaching Services	First Aid, CPR, and AED Certification Training for Administrative Staff	\$2,000.00	\$0.00
Mike Brown Electric Co.	On-Call Electrical Maintenance	\$25,000.00	\$0.00
Militus, Inc.	Cyber Security Services	\$40,000.00	\$40,000.00
Mission Linen Supply	Employee Uniform Services	\$18,000.00	\$0.00
Modern Railway Systems, Inc.	Design and Construction of Systems Improvements for the Windsor Extension Project	\$5,000,000.00	\$3,688,807.00
Netspeed Solutions, Inc.	SMART Phone System Maintenance	\$16,118.00	\$11,867.00
Netwoven Inc.	SharePoint Maintenance, Support, Implementation, and Related Services	\$113,000.00	\$37,037.00
Nextdoor Inc.	Use of Nextdoor Platform for Community Notifications	\$10,529.00	\$10,529.00
Nixon Peabody LLP	Bond Counsel Services	\$100,000.00	\$80,000.00
North Bay SAP Services	Substance Abuse Professional Services	\$3,800.00	\$0.00
Occupational Health Centers of CA	Pre-Employment Evaluation Services	\$19,888.00	\$2,180.00
Oracle	Fusion ERP System	\$47,712.00	\$23,856.00
Pamco Machine Works, Inc.	Railroad Wheel Pressing Services	\$174,920.00	\$72,219.00
Parodi Investigative Solutions	Pre-Employment Background Investigation Services	\$18,000.00	\$4,000.00
PFM Financial Advisors, LLC	As-Needed Financial Consultant Services	\$40,000.00	\$0.00
PFM Financial Advisors, LLC	Bond Refinancing Financial Advising Services	\$150,000.00	\$150,000.00
Pivotal Vision, LLC	Security Software Licensing	\$2,200.00	\$0.00
Portola Systems, Inc.	SMART Station Network Configuration Services	\$220,545.00	\$186,456.00
Precision Wireless	Tech Support and Maintenance for Land Mobile Radio	\$30,000.00	\$3,215.00
Premier Fall Protection, Inc.	Inspection and Certification Services for SMART's Fall Protection Equipment	\$8,000.00	\$2,784.00
Project Finance Advisory Limited	Freight Service Option Analysis	\$67,726.00	\$0.00
Public Financial Mangement, Inc.	Arbitrage Rebate Compliance Services	\$2,000.00	\$2,000.00
Railquip, INC.	Providing Portable Hydraulic Rerailing Equipment, Training, and Related Services	\$147,722.00	\$0.00
Santa Rosa Fire Equipment Service, Inc.	SMART Fire Equipment Maintenance	\$10,000.00	\$312.00
SEFAC USA	Portable Lifting Jack Inspection and Certification Services	\$8,000.00	\$1,270.00
Sonoma County Fleet Operation Division	Non-Revenue Fleet Maintenance Services	\$50,000.00	\$43,329.00
Sperry Rail Service	Rail Flaw Detection Services	\$13,500.00	\$0.00
SPTJ Consulting	Network Infrastructure, Security, Migration and Setup Services	\$340,470.00	\$71,275.00
Stacy and Witbeck, Inc.	Design/Build Construction of Civil, Track & Structures of Windsor Extension	\$9,946,500.00	\$9,847,584.00
Stacy and Witbeck/Herzog, JV	Design/Build Construction of Civil, Track & Structures Improvements of Larkspur Extension	\$443,166.00	\$443,166.00
Stantec Consulting Services, Inc.	Environmental Permit Management and Construction Compliance Monitoring	\$30,830.00	\$6,439.00
Stericycle, Inc.	Medical Waste Pick-Up and Disposal Services	\$1,836.00	\$0.00
Sue Evans	Real Estate Aquisition, Relocation Services, Appraisal Support, Title Investigation Services	\$17,500.00	\$11,115.00
Sumitomo Corporation	Manufacture & Delivery of Rail Vehicles	\$2,750,000.00	\$0.00
Summit Signal, Inc.	Emergency Call-Out Services for Track and Signals	\$11,056.00	\$19,410.00
Survival CPR & First Aid, LLC	First Aid and CPR Training, AED Compliance Program	\$5,000.00	\$2,852.00
Swiftly, Inc.	AVL Mobile Application and Website Interface	\$8,400.00	\$0.00
Testing Engineers, Inc.	Material Failure Analysis on cracked flywheel from DMU	\$4,500.00	\$4,500.00
Trailant, LLC	Online Training Program	\$444.00	\$444.00
Transportation Analytics	Transit Financial Modeling, Benchmarking, Performance Metrics, Benefit-Cost Analysis, and Strategic Planning Services	\$25,000.00	\$14,130.00
Trillium Solutions, Inc.	Transit Feed Mapping Software	\$1,000.00	\$1,000.00
United Mechanical Incorporated	HVAC Service, Maintenance and Related Services	\$10,513.00	\$3,338.00
United Mechanical Incorporated	Repair Air Dryer located at ROC	\$3,317.00	\$3,317.00
United Mechanical Incorporated	HVAC Maintenance Services at SMART Facilities	\$8,709.00	\$6,487.00



<b>Contractor</b>	<b>Scope</b>	<b>Fiscal Year 20/21 Projected</b>	<b>Fiscal Year 20/21 Actuals-To-Date</b>
Van Scoyoc Associates	Federal Lobbying Services	\$60,000.00	\$25,000.00
VenTek Transit Inc.	Fare Vending Machine Operations and Maintenance Services	\$210,414.00	\$96,815.00
VenTek Transit Inc.	Clipper Vending Machine Operations and Maintenance Services	\$45,746.00	\$42,796.00
VenTek Transit Inc.	Clipper Card Vending Machine Contract Assigned to SMART	\$77,138.00	\$0.00
WBE	Existing CCTV System On-Call Maintenance	\$25,000.00	\$6,707.00
West Coast Arborists, Inc.	Tree Trimming and Tree Removal Services	\$30,000.00	\$0.00
WRA Environmental Consultants	Environmental Permitting, Management, & Support Services	\$204,000.00	\$111,097.00
Ziebarth and Associates, Inc.	Freight Service Consulting Services	\$20,000.00	\$6,469.00
	<b>TOTALS:</b>	<b>\$24,709,153.00</b>	<b>\$16,363,420.85</b>

Actuals-To-Date includes invoices that have been approved as of February 28, 2021, but may not have been processed in SMART's Financial System.



April 7, 2021

**David Rabbitt, Chair**  
Sonoma County Board of Supervisors

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Golden Gate Bridge,  
Highway/Transportation District

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

**SUBJECT:** Performance Measures – Part I

Dear Board Members:

**RECOMMENDATION:** Information Item- Discussion

**SUMMARY:**

Transit agencies use a variety of data to measure their performance in several ways. SMART has now been operating a commuter rail line for just over three (3) years. We have been able to start gathering data regarding our operations. It is now time to develop performance metrics so that we can assess how we are doing.

Over the last six months, we have been working with Transportation Analytics, a transportation consultant, to help determine what are the best measures for SMART to address whether we are doing a good job, how to decide where we spend our limited resources, what information is needed for decision making, and how do we evaluate our progress over time.

Over the next several Board meetings, we will be discussing how we can move from reporting data to measuring performance, present recommendations for near term measures as well as those that might require additional data and resources and ask for feedback from you on those recommendations.

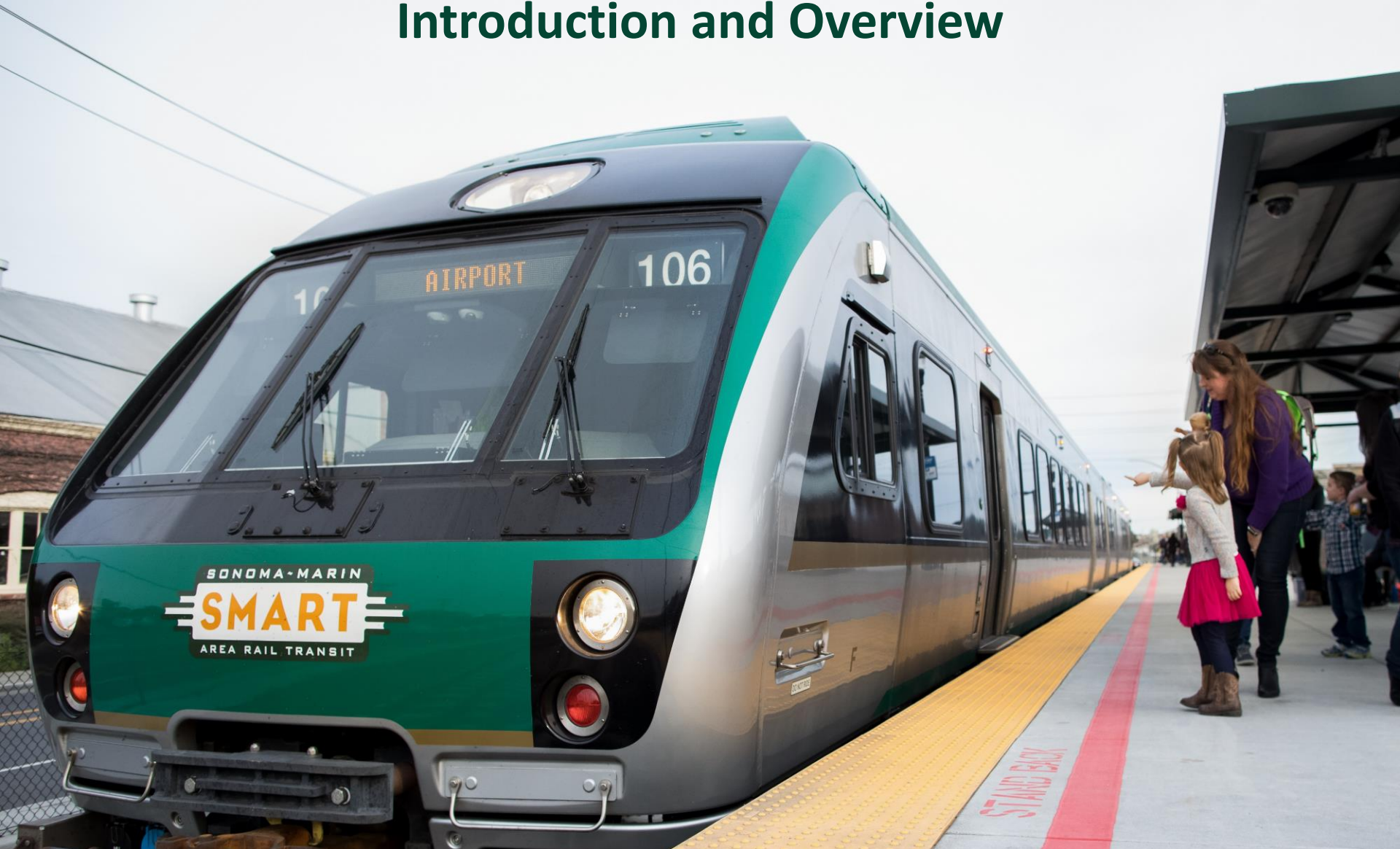
Very truly yours,

/s/  
Heather McKillop  
Chief Financial Officer

Attachment(s): Power Point Presentation

# SMART BOARD OF DIRECTORS PERFORMANCE MEASURES – PART 1

## Introduction and Overview



April 7, 2021

Page 27 of 59

# SUMMARY OF 2021 UPDATES

- So far this year, we have:
- Updated mid-year budget
- Reviewed 2020 Activities and Challenges and 2021 Goals for all departments
  - Legal
  - Finance
  - Human Resources
  - Procurement
  - Information Technology
  - Real Estate
  - Operations
  - Train Control Systems
  - Safety and Security
  - Capital Projects
  - Grants, Planning and Legislation
  - Community Outreach

# WHAT HAVE WE LEARNED?

- Transit modes are not all the same—different modes of transportation present different levels of complexity.
- SMART is one of 31 Commuter Rail agencies in the U.S. (one of 5 in CA) subject to oversight and regulations of Federal Railroad Administration.
- We are among the few commuter rail agencies that owns its own right-of-way, tracks, and infrastructure (tunnels, bridges, signals, maintenance facilities); managing these assets drives many of our staffing requirements.
- Building, maintaining, and operating the multi-use pathway is a unique part of the vision for SMART's success.
- We conducted numerous Listening Sessions and one of the themes was that participants asked SMART to provide data and information in more user-friendly formats.



# WE STILL HAVE SOME QUESTIONS

- Are we doing a good job? A great job? A poor job?
- How do we decide where to spend and where to cut?
- Which long-term investments should we prioritize?
- What information will best support decision-making?
- How should we evaluate our progress over time?

⇒ Today, we are starting a process to select and develop a set of quantifiable metrics that can help us assess our performance in a transparent way in order to:

- Allow staff to quickly and effectively make operational adjustments
- Help policy makers understand the areas where we excel and the areas we need to improve
- Help customers and stakeholders understand more about SMART



# SMART ALREADY COLLECTS AND REPORTS A LOT OF DATA

- FRA
  - Notification of Grade Crossing Warning Device failures
  - Event reports for some types of accidents & incidents
  - Monthly/annual injury reports
  - Annual report on rail service failures
- Internal Operations
  - Swiftly On Time Performance
  - Delay logs
  - On-board ridership counts
  - Clipper & Mobile App reports
- Financial Reporting
  - Fiscal Year Budget Documents
  - Monthly Finance Reports
  - Comprehensive Annual Financial Report
  - Bond disclosure documents
- Website / Publications
  - General Manager's Monthly Update
  - Annual Report
  - Monthly Ridership Reports
- FTA
  - National Transit Database







National Transit Database

About the NTD



NTD Data



NTD Data Reports

Transit Agency Profiles



Annual National Transit  
Summaries and Trends

Census Updates

Reference Materials



Reporting Login

## The National Transit Database (NTD)



After data reporting was required by Congress in 1974, the FTA's National Transit Database (NTD) was set up to be the repository of data about the financial, operating and asset conditions of American transit systems. The NTD records the financial, operating, and asset condition of transit systems helping to keep track of the industry and provide public information and statistics. The NTD is designed to support local, state and regional planning efforts and help



[Home](#) » [NTD Data](#)
[National Transit Database](#)
[About the NTD](#)
[NTD Data](#)
[NTD Data Reports](#)
**[Transit Agency Profiles](#)**
[Annual National Transit Summaries and Trends](#)
[Census Updates](#)
[Reference Materials](#)
[Reporting Login](#)

## NTD Transit Agency Profiles

The table below contains links to view transit agency profiles by report year for all agencies filing an Annual NTD Report. Profiles contain general agency information, financial, and modal data, as well as performance and trend indicators. You can locate an agency by navigating through the table, filtering by column header, state drop down or by searching the agency's name, city, or five-digit NTD ID number. National and reporter-type specific profiles are available on the [Summary Profiles Page](#).

**Region**

**Search**







Title▲	Region	City	State
<a href="#">Sonoma-Marin Area Rail Transit District</a>	Region 9	Petaluma	California

## Sonoma-Marín Area Rail Transit District

**Region:**

Region 9

**Transit Agency Profiles:**

Year ▼	File
2019	 <a href="#">90299.pdf</a>
2018	 <a href="#">90299.pdf</a>
2017	 <a href="#">90299.pdf</a>
2016	 <a href="#">90299.pdf</a>

*Contact Us***Help Desk**

National Transit Database

1200 New Jersey Avenue, SE  
Federal Transit Administration  
Washington, DC 20590  
United States[NTDhelp@dot.gov](mailto:NTDhelp@dot.gov)

Phone: 888-252-0936

Business Hours:  
8:00am-7:00pm ET, M-F

# SMART NTD AGENCY PROFILE: FY2018-19

<http://www.sonomarintrain.org>

5401 Old Redwood Highway  
Suite 200  
Petaluma, CA 94954

## Sonoma-Marín Area Rail Transit District

2019 Annual Agency Profile

Programming and Grants Manager: Ms. Joanne Parker  
707-794-3062

### General Information

#### Urbanized Area Statistics - 2010 Census

Santa Rosa, CA  
98 Square Miles  
308,231 Population  
123 Pop. Rank out of 498 UZAs

#### Other UZAs Served

13 San Francisco-Oakland, CA, 0 California Non-UZA, 428 Petaluma, CA

#### Service Consumption

18,371,183 Annual Passenger Miles (PMT)  
716,847 Annual Unlinked Trips (UPT)  
2,420 Average Weekday Unlinked Trips  
1,043 Average Saturday Unlinked Trips  
877 Average Sunday Unlinked Trips

#### Database Information

NTDID: 90299  
Reporter Type: Full Reporter

#### Service Area Statistics

2,596 Square Miles  
763,651 Population

#### Service Supplied

923,002 Annual Vehicle Revenue Miles (VRM)  
32,890 Annual Vehicle Revenue Hours (VRH)  
11 Vehicles Operated in Maximum Service (VOMS)  
14 Vehicles Available for Maximum Service (VAMS)

### Modal Characteristics

#### Modal Overview

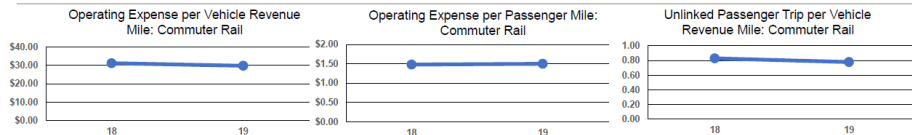
Mode	Vehicles Operated in Maximum Service		Uses of Capital Funds				Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	
Commuter Rail	11	-	\$5,690,630	\$31,000,342	\$7,278,518	\$1,026,234	\$44,995,724
Total	11	-	\$5,690,630	\$31,000,342	\$7,278,518	\$1,026,234	\$44,995,724

#### Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Commuter Rail	\$27,490,190	\$4,094,540	\$44,995,724	18,371,183	716,847	923,002	32,890
Total	\$27,490,190	\$4,094,540	\$44,995,724	18,371,183	716,847	923,002	32,890

#### Performance Measures

Mode	Service Efficiency	
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Rail	\$29.78	\$835.82
Total	\$29.78	\$835.82



### Financial Information

#### Sources of Operating Funds Expended

Fares and Directly Generated	\$10,065,590	29.6%
Local Funds	\$18,958,445	55.7%
State Funds	\$5,000,758	14.7%
Federal Assistance	\$0	0.0%

Total Operating Funds Expended \$34,024,793 100.0%

#### Sources of Capital Funds Expended

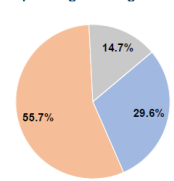
Fares and Directly Generated	\$0	0.0%
Local Funds	\$20,841,363	46.3%
State Funds	\$2,883,978	6.4%
Federal Assistance	\$21,270,383	47.3%

Total Capital Funds Expended \$44,995,724 100.0%

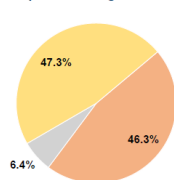
#### Summary of Operating Expenses (OE)

Labor	\$17,779,981	64.7%
Materials and Supplies	\$3,660,576	13.3%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$6,049,653	22.0%
Total Operating Expenses	\$27,490,190	100.0%
Reconciling OE Cash Expenditures	\$6,534,603	
Purchased Transportation (Reported Separately)	\$0	

#### Operating Funding Sources



#### Capital Funding Sources



Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years*
85.8	14	11	21.4%	6.0
85.8	14	11	21.4%	

#### Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Rail	\$1.50	\$38.35	0.8	21.8
Total	\$1.50	\$38.35	0.8	21.8



# MOVING FROM reporting DATA TO Measuring Performance

- We would prefer to have all of the data instantly at our fingertips, and a system that helps interpret what the numbers mean, but...
  - Performance measurement requires resources
    - Each metric we develop will require data collection, computation, monitoring, calibrating, trouble shooting, publishing, etc.
  - Too many metrics can be overwhelming
    - Need to select a focused set of measures that align with our mission & objective
- ⇒ SMART offers multiple transportation options that move people and connect communities, and our metrics should tell us whether we are doing this reliably, efficiently, safely, and cost-effectively.



# Next Meeting We Will:

- Present SMART data and metrics from National Transit Database
- Review other potential metrics to consider beyond NTD
- Provide examples of reporting and visualization tools used by other transit agencies
- Discuss required steps for implementation

# Connect with us:

[www.SonomaMarinTrain.org](http://www.SonomaMarinTrain.org)



## Customer Service:

[CustomerService@SonomaMarinTrain.org](mailto:CustomerService@SonomaMarinTrain.org)

(707) 794- 3330







**David Rabbitt, Chair**  
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April 7, 2021

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

**SUBJECT:** Capital Improvement Plan and Funding Opportunities

Dear Board Members:

**RECOMMENDATIONS:** Informational and Discussion Item

**SUMMARY:**

SMART staff has completed a comprehensive review of the existing passenger rail and pathway systems and reviewed planned segments and extensions to prepare an estimate of capital needs to keep the systems running as designed, enhance safety and security and to evaluate needs to construct the remainder of the planned 70-mile Larkspur to Cloverdale rail and pathway system. Staff also included the Novato to Suisun passenger rail extension to complete the comprehensive list of projects. The report today will present the capital cost estimate as well as funding options.

SMART is a young passenger rail system that has been in service for approximately three and half years. While much of the system was rebuilt and replaced prior to beginning passenger service, We are not unique and like all transit and rail systems has many ongoing needs. These needs range from enhancing safety by adding grade crossing cameras to key grade crossings in the system to replacing worn systems components like track switches, replacing wheels on the trains, overhauling the train engines, enhancement and replacement of grade-crossing signal systems, train control systems, and the radio communications network just to name a few examples. Today we will examine these needs and explain the costs associated with them.

SMART is a fiscally responsible agency that lives within its means. The primary revenue source is the quarter cent sales tax that was approved by the voters of Marin and Sonoma Counties in 2008. The twenty-year tax expires in 2029.

Today we will present you with projected available funds, as well as other potential funding sources to pursue some of the needed and desired improvements.

We look forward to your feedback and that of the public in the following areas:

- 1) Review and provide feedback on the capital projects needs and projected revenues.
- 2) Review and provide feedback on general approaches to using projected available revenues to either:
  - a. reserve these funds for additional emergency purposes.
  - b. use these funds by themselves to construct/repair a few smaller discrete components; or
  - c. Leverage these funds so we can accomplish a lot more. We have a shiny track record on more than doubling our own funds. Specifically we believe by completing any needed additional project phases (environmental review and final engineering) to advance overall system toward construction; and set aside the required grant match so we can have a list of “shovel ready” projects that would/could compete well for Federal and State grant funds.
- 3) Review and provide feedback on the new Federal earmark opportunities and infrastructure initiatives and the issues with applying for State and Federal grants given the Metropolitan Transportation Commission’s (MTC) decision not to include our expansion projects north of Windsor or east to Suisun in the Plan Bay Area 2050 (Regional Transportation Plan) and the negative effects of this decision.
- 4) Once we have your directions on these issues, we will return on April 21<sup>st</sup>, and will provide you with a list of recommended Rail and Pathway projects for your review and approval so we can include them in our upcoming FY 21-22 budget and the Short Range Transit Plan.

Very truly yours,

/s/

Farhad Mansourian  
General Manager

Attachment(s): PowerPoint Presentation

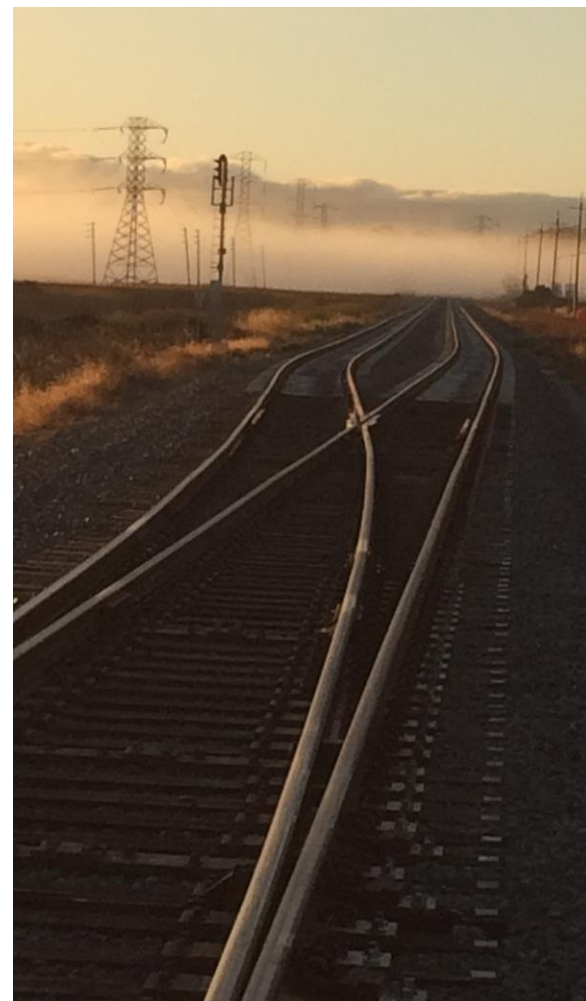


# SMART BOARD OF DIRECTORS FY 2022 – FY 2031 CAPITAL PLAN April 7, 2021



# Capital Project Categories

- **Safety and Security**
- **Operational Maintenance Needs**
- **Train Control and Communications**
- **Bicycle and Pedestrian Pathway**
- **Double-tracking the railroad**
- **Passenger/Freight Rail Extensions**



# Capital Planning Time Frames

**I. Near Term: 0 to 5 years**

**II. Mid-Term: 5 to 10 years**

**III. Long Term: +10 years**



# Capital Summary - 10+ years

<b>SAFETY &amp; SECURITY ENHANCEMENTS</b>	<b>\$ 2,282,600</b>
Grade Xing Cameras, Intrusion Detection, etc.	
<b>OPERATIONAL MAINTENANCE NEEDS</b>	<b>\$ 37,650,094</b>
Vehicle Overhauls, Track Replacement, Bridge Rehabilitation/replacement, etc.	
<b>TRAIN CONTROL &amp; COMMUNICATION</b>	<b>\$ 7,296,200</b>
Radio System Upgrade, Train Control Modifications, etc.	
<b>DOUBLE TRACKING</b>	<b>\$ 820,845,362</b>
Upgrade 12 sections of single-track to double track	
<b>PASSENGER/FREIGHT RAIL EXTENSIONS</b>	<b>\$ 1,628,000,000</b>
Windsor shortfall, Healdsburg, Cloverdale, and North Petaluma Station	
<b>BICYCLE &amp; PEDESTRIAN PATHWAYS</b>	

See following sheets for  
detail

*These are planning cost estimates that have been prepared in 2021 dollars with general estimates for design, construction, procurement, permitting, and administration.*



# Bicycle & Pedestrian Pathway

SMART Pathway Segment Summary - UPDATED March 2021				DRAFT												
Seg No.	Location Descriptions			Estimated Segment Costs							Funding	Environmental & Design Status			Comments	
	Start	End	Distance (miles)	(Environmental Clearance**)	Engineering	Permits & Wetland Mitigation	Real Estate	Construction	Non-Construction Contingency	Total	Funding	CEQA Clearance	NEPA Status	Design Status	**A Portion of Engineering	
Current Segments - Funded & In Design																
	South Point Blvd.	Corona Rd.	0.70	\$0	\$0	\$75,180	\$0	\$826,980	\$7,518	\$909,678	Measure M, ATP	Complete	Complete	75%	Construction planned 2022	
	Corona Rd.	Ely Rd.	1.16	\$0	\$0	\$343,170	\$0	\$2,331,120	\$34,317	\$2,708,607	Measure M, ATP	Complete	Complete	75%	Construction planned 2022	
	Ely Rd.	Main St.	1.06	\$0	\$0	\$418,800	\$0	\$3,207,600	\$41,880	\$3,668,280	Measure M, ATP	Complete	Complete	75%	Construction planned 2022	
	Golf Course Dr.	Todd Rd.	1.78	\$0	\$0	\$805,390	\$0	\$4,345,440	\$80,539	\$5,231,369	Measure M, ATP	Complete	Complete	75%	Construction planned 2022	
	Todd Rd.	West Robles Ave.	0.50	\$0	\$0	\$227,326	\$5,000	\$890,076	\$23,233	\$1,145,635	Measure M, ATP	Complete	Complete	75%	Construction planned 2022	
	West Robles	Bellevue	0.53	\$0	\$0	\$183,998	\$5,000	\$701,448	\$18,900	\$909,346	Measure M, ATP	Complete	Complete	20%	Construction planned 2022	
	Prince Greenway/JRT	3rd Street	0.06	\$0	\$15,198	\$8,940	\$5,000	\$98,340	\$2,914	\$130,392	CA Housing Grant	Complete	Not Cleared	20%	Funded in 2020; Const planned 2022	
	Airport Blvd.	Windsor River Rd.	3.00	\$0	\$375,014	\$187,507	\$0	\$3,750,136	\$70,628	\$4,383,285	State SB1; RM3	Complete	Not Cleared	100%	Construction began 2020 & paused 2021	
Current Segments Total =			8.79	\$0	\$390,212	\$2,250,311	\$15,000	\$16,151,140	\$279,928	\$19,086,591						
Remaining Segments (South to North)																
	McInnis Pkwy.	Smith Ranch Rd.	0.74	\$0	\$0	\$235,140	\$0	\$2,134,512	\$23,514	\$2,393,166	Quick Strike TBD	Complete	Complete	95%	Bay Trail funded Design	
	Smith Ranch Rd.	Main Gate Rd.	2.65	\$0	\$595,152	\$532,980	\$150,000	\$5,455,560	\$127,813	\$6,861,505	TBD	Complete	Complete	20%	Lots of ROW needed	
	State Access Rd.	Bay Trail	1.40	\$114,127	\$570,636	\$439,674	\$25,000	\$4,184,664	\$103,531	\$5,323,505	TBD	Needed	Complete	20%	No CEQA, Ph II	
	Hannah Ranch Rd.	Vintage Way	0.38	\$87,870	\$298,758	\$226,740	\$5,000	\$1,933,140	\$326,432	\$2,790,070	TBD	Needed	Complete	20%	No CEQA, Ph II, Developer?	
	Vintage Way	No. Side Novato Cr.	0.64	\$0	\$303,926	\$304,272	\$30,000	\$2,785,992	\$63,820	\$3,488,010	TBD	Complete	Complete	20%	Exist. On-street Route	
	Grant Ave.	Olive Ave.	0.26	\$0	\$201,499	\$1,027,080	\$23,000	\$1,847,076	\$125,158	\$3,223,813	TBD	Complete	Complete	20%	Possible developer Construction	
	Olive Ave.	Rush Creek Pl.	0.38	\$0	\$430,442	\$2,020,758	\$0	\$3,945,718	\$245,120	\$6,642,038	TBD	Complete	Complete	20%	Possible developer Construction	
	Lakeville St.	Payran St.	0.30	\$0	\$0	\$89,736	\$0	\$987,096	\$8,974	\$1,085,806	Quick Strike TBD	Complete	Complete	75%	Design will complete in 2021	
	Main St.	E. Railroad Ave.	1.48	\$0	\$462,816	\$931,655	\$7,500	\$4,242,480	\$140,197	\$5,784,648	TBD	Complete	Complete	20%	Difficult to build once trains running	
	E. Railroad Ave.	Manor Dr.	1.06	\$47,495	\$237,474	\$159,716	\$15,000	\$1,741,476	\$41,219	\$2,194,885	TBD	Needed	Complete	20%	Path on Somo Village property	
	3rd St.	6th St.	0.05	\$19,287	\$65,576	\$38,574	\$0	\$424,314	\$10,415	\$538,879	TBD	Needed	Complete	20%		
	Guerneville Rd.	W. Steele Ln.	1.30	\$0	\$295,011	\$245,843	\$0	\$2,704,271	\$54,085	\$3,299,210	TBD	Complete	Not Cleared	20%		
	W. Steele Ln.	San Miguel Blvd.	1.30	\$0	\$307,215	\$256,013	\$0	\$2,816,141	\$56,323	\$3,435,692	TBD	Complete	Not Cleared	20%		
	San Miguel Blvd.	Airport Blvd.	3.11	\$0	\$615,816	\$513,180	\$0	\$5,644,980	\$112,900	\$6,886,876	TBD	Complete	Not Cleared	20%		
	Windsor River Rd.	Healdsburg Station	5.10	\$0	\$1,061,061	\$1,326,326	\$0	\$9,726,394	\$238,739	\$12,352,520	TBD	Complete	Not Cleared	20%		
	Healdsburg Station	Cloverdale Station	15.2	\$0	\$3,849,818	\$4,562,273	\$0	\$33,456,667	\$821,209	\$42,489,967	TBD	Complete	Not Cleared	20%		
Remaining Segments Sub-Totals			35.35	\$268,779	\$9,095,201	\$12,909,960	\$255,500	\$84,030,480	\$2,499,448	\$108,790,590						
Totals, All Segments Listed Above			44.13	\$268,779	\$9,485,413	\$15,160,271	\$270,500	\$100,181,620	\$2,779,377	\$127,877,180						

These are planning cost estimates that have been prepared in 2021 dollars with general estimates for design, construction, procurement, permitting, and administration.





# Bicycle & Pedestrian Pathway

Remaining Segments to be Funded			
START	FINISH	MILEAGE	COST
McInnis Pkwy.	Smith Ranch Rd.	0.74	\$ 2,393,166
Smith Ranch Rd.	Main Gate Rd.	2.65	\$ 6,861,505
State Access Rd.	Bay Trail	1.40	\$ 5,323,505
Hannah Ranch Rd.	Vintage Way	0.38	\$ 2,790,070
Vintage Way	No. Side Novato Cr.	0.64	\$ 3,488,010
Grant Ave.	Olive Ave.	0.26	\$ 3,223,813
Olive Ave.	Rush Creek Pl.	0.38	\$ 6,642,038
Lakeville St.	Payran St.	0.30	\$ 1,085,806
Main St.	E. Railroad Ave.	1.48	\$ 5,784,648
E. Railroad Ave.	Manor Dr.	1.06	\$ 2,194,885
3rd St.	6th St.	0.05	\$ 538,879
Guerneville Rd.	W. Steele Ln.	1.30	\$ 3,299,210
W. Steele Ln.	San Miguel Blvd.	1.30	\$ 3,435,692
San Miguel Blvd.	Airport Blvd.	3.11	\$ 6,886,876
Windsor River Rd.	Healdsburg Station	5.10	\$ 12,352,520
Healdsburg Station	Cloverdale Station	15.2	\$ 42,489,967
<b>TOTALS =</b>		<b>35.35</b>	<b>\$ 108,790,590</b>
Notes:			
1. Highlighted segments have pending grant applications.			
2. Cost Estimates could be impacted by recent legal challenges			

These are planning cost estimates that have been prepared in 2021 dollars with general estimates for design, construction, procurement, permitting, and administration.



# Capital Summary Costs

<b>SAFETY &amp; SECURITY ENHANCEMENTS</b>	<b>\$ 2,282,600</b>
Grade Xing Cameras, Intrusion Detection, etc.	
<b>OPERATIONAL MAINTENANCE NEEDS</b>	<b>\$ 37,650,094</b>
Vehicle Overhauls, Track Replacement, Bridge Rehabilitation/replacement, etc.	
<b>TRAIN CONTROL &amp; COMMUNICATION</b>	<b>\$ 7,296,200</b>
Radio System Upgrade, Train Control Modifications, etc.	
<b>DOUBLE TRACKING</b>	<b>\$ 820,845,362</b>
Upgrade 12 sections of single-track to double track	
<b>PASSENGER/FREIGHT RAIL EXTENSIONS</b>	<b>\$ 338,000,000</b>
Windsor shortfall, Healdsburg, Cloverdale, and North Petaluma Station	
<b>BICYCLE &amp; PEDESTRIAN PATHWAYS</b>	<b>\$ 108,790,590</b>
Remaining segments between Civic Center and Cloverdale	
<b>TOTAL =</b>	<b>\$ 1,314,864,864</b>
<b>NOVATO TO SUISUN PASSENGER RAIL EXTENSION</b>	<b>\$ 1,300,000,000</b>
Connection to the Capitol Corridor	

*These are planning cost estimates that have been prepared in 2021 dollars with general estimates for design, construction, procurement, permitting, and administration.*



# QUESTIONS





# Financial Analysis

- SMART's FY 22- FY 31 Short Range Transit Plan (SRTP) is due in this year
- The Capital Plan feeds into the SRTP
- SRTP and Capital plan is updated every 2 years
- Sales Tax (Measure Q) funds sunset in FY 2029, no funds assumed in FY 30 or FY 31
- Need sales tax reauthorized prior to FY 2029 expiration
- Current sunset of sales tax limits our ability to fund projects, issue debt, or pursue as many grants as we might want to

# Revenue Assumptions

- Assumes economic recovery continues
- Assumes no additional recessions or natural disaster between now and FY 2031
- Funding sources continue with exception of Federal CARES Act type funding
- Forecasts are used where available and inflated between 2-3%
- Fares remain the same and fare revenues return to pre-pandemic levels by FY 2024

# Revenue Assumptions - Sales Tax

- Cliff is near with the expiration of Sales Tax (Measure Q) funds
  - Funding sunsets in FY 2029
  - We have 4 opportunities to go to voters
    - 2022, **2024**, 2026, and **2028**
  - New or Extension sales tax provides more funding and more ability to leverage funds
  - The sales tax would allow us to bond another \$150 million - \$200 million which in turn can leverage additional funds

# Expenditure Assumptions

- Debt is paid off in FY 2029
- Assumes weekend service is added back in FY 22
- Assumes weekday service is increased (6-1-6 schedule) in FY 22
- Added back staffing and associated expenditures
- Assumes no raises
- Assumes 3% inflation per year
- Assumes operating reserve is kept at 25% of operating budget
- Assumes funding over 3 years for “Welcome Back” Campaign
- Assumes Windsor project is constructed with RM3 funds

# Available Funds for Capital Through FY 2029

- **\$46.6 million available**
- Following Board Adopted Expenditures Principles
  - Provide for ongoing Operation and Maintenance of the Current System
  - Prioritize Safety and Security Maintenance and Improvements
  - Capital Projects
  - Board can modify as they wish
- Available for Capital Investment **\$26.4 million**
  - Leveraging \$26.4 million could provide as much as **\$58 million** for construction
  - We will use the \$26.4 million for design, environmental, and to match both State and Federal grants



# Other Initiatives That We Heard During Our Listening Sessions

- Have **\$26.4 million** available
- Reduce fares/ increase service & frequency/ provide connections to transit and other destinations
  - Could set aside \$5 million between FY 22-29 for these initiatives
- If we set \$5 million aside, would leave **\$21.4 million** for capital projects and leveraging
- \$21.4 million could leverage **\$48 million** in projects – more than double our funding

# Other Near Term Financial Opportunities

- Federal Earmarks
- Federal Infrastructure Bill
  - Possible Policy Conflict and Eligibility Concerns with MTC Policies
- Federal Loan Programs
  - Transportation Infrastructure and Innovation Act (TIFIA)
  - Railroad Rehabilitation and Improvement Financing (RRIF)

# QUESTIONS





# Wrap Up

- Sales Tax (Measure Q) Expires FY 2029
- Current Outstanding Debt will be paid off in FY 2029
- Projected funds of \$21.4 million to \$26.4 million could be leveraged to between \$48 million and \$58 million for construction

# Wrap Up

- We met with the bicycle coalitions of Marin and Sonoma Counties and have asked for them to provide us with their top projects in order of priority
- Looking for your direction on our recommended approach
  - Leveraging projected funds by providing “match” dollars, and
  - Investing in environmental and design to get projects “shovel” ready
- If you concur, we will bring back Rail and Pathway projects that could meet grant requirements within our financial constraints for your consideration and approval



# Connect with us:

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