



**BOARD OF DIRECTORS
MEETING AGENDA
May 5, 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, May 4, 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 April 21, 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 Reports

Regular Calendar

7. Approve a Resolution Authorizing the Filing of a Grant Application for Federal Funds through Metropolitan Transportation Commission Regional Quick Strike Program to Construct the SMART Pathway - Payran to Lakeville Segment in Petaluma
8. Approve a Resolution Authorizing the Filing of a Grant Application for Federal Funds through Metropolitan Transportation Commission Regional Quick Strike Program to Construct the SMART Pathway – McInnis Parkway to Smith Ranch Road Segment in San Rafael
9. Closed Session – Conference with Labor Negotiators pursuant to California Government Code Section 54957
Agency Designated Representative: Chair of the Board
Unrepresented: Position – General Manager
10. Report Out of Closed Session
11. Next Regular Meeting of the Board of Directors, May 19, 2021 – 1:30 PM
12. Adjournment

DISABLED ACCOMODATIONS:

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



**BOARD OF DIRECTORS
REGULAR MEETING MINUTES
April 21, 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, Fudge, Garbarino, Gorin, Hillmer Lucan, and Pahre were present; Directors Arnold, Connolly and Roger joined later.

2. Approval of the April 7, 2021 Board Minutes

Director Rogers joined at 1:34PM

MOTION: Director Garbarino moved approval of April 7, 2021 Board Minutes as presented. Director Lucan second. The motion carried 10-0 (Directors Arnold and Connolly joined later).

3. Board Members Announcements

None

4. General Manager’s Report

General Manager Mansourian reported that since the start of passenger service in August 2017, SMART has carried 1,964,000 passengers, 204,000 bicycles, and over 7,300 wheelchairs.

He addressed Chairman Rabbitt, Members of the Board, the public and SMART Family. He said that one of my favorite speeches was given on April 12, 1961 and he shared the following quote: *“We choose to go to the moon...We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard; because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win, and the others, too”*. That speech has always been very inspiring tome, said General Manager Mansourian. We build SMART, not because it was easy, as a matter of fact, it was hard, it was extremely hard, he added. He often reminded staff that if it was easy; anyone could have done it by now. I have been with

SMART for 10 years, and the past decade has been an extraordinary 10 years, with unprecedented events, such as the recall campaign to stop us from start off construction, three major fires, two major floods, and then of course the COVID pandemic. All under the Board's guidance and hardworking and dedication of SMART's staff; we grew stronger after each event.

A decade ago, when you "borrowed me" for three months from Marin County Public Works, SMART had six employees and 12 Board members. Today we are still small but very mighty and SMART is one of the only 31 commuter rail transit agencies in the whole nation. We survived the pandemic and showed up to work every single day to continue to serve our essential worker passengers with safe and predictable transportation. SMART reduced expenses by nearly 30%, the construction debt was refinanced, saving taxpayers millions of dollars each year. We are pleased to welcome federal relief funds; SMART is coming out of COVID 19 in a stronger financial position than prior to Shelter-in-Place over a year ago.

It has been an amazing time at SMART, as a matter of fact, this immigrant escaped the hellhole of the Ayattolahs and was able to become a public servant for 42 years. The 42 years of public service was my way of expressing my gratitude to my new country. At this time, I must devote more time to my family. I wish to give the Board enough time to evaluate a succession plan for when his contract expires on August 17, 2021, which will be his last planned day at SMART.

Mr. Mansourian thanked Chairman Rabbitt for meeting and listening to him and thanked the Board for trusting him and making SMART happen. He thanked the best Public Employees in the whole nation for their commitment to excellent public service. He *concluded his by* reminding us the phrase: *The little engine that could* and how we rewrote that whole phrase: *we are the little engine that did, Thank you.*

Chair Rabbitt stated that he got a little choked up and knew that this day was on the horizon; but we were wishing it were much further off. He personally thanked General Manager Mansourian for giving him the heads up on his retirement plans. He also thanked him for his commitment to work with the Board on a Succession Plan; August 17th is just right around the corner and he would appreciate if the General Manager can be as flexible as possible. In terms of succession planning, Chair Rabbitt plans on getting a group of Directors, less than a quorum, to discuss the transition of leadership in front of us and to bring the options to the full Board as we go forward. We will have an opportunity to properly thank and acknowledge the General Manager. He acknowledged General Manager Mansourian accomplishments, dedication, and his commitment to the organization and to the North Bay. His commitment to public services for 42 years is so commendable in many fronts and thanked him for it. He believes that it is not an overstatement to say that SMART would not have been built without Farhad Mansourian, and he remains the glue that holds the Organization together. As General Manager, he came and analyzed the situation, stated the truth, and charted a path forward. When he was first hired, there was no project and barely an office with certainly just a handful of employees and they had an idea, but no idea how to get it done. There were no contracts signed, Mr. Mansourian's Public Works experience and can-do attitude quickly changed that and within months SMART issued one of its first and many construction contracts and the system was truly underway. He did not just build the railroad, he built consensus among two counties and has led the largest public works project in North Bay and successfully built a brand-new transit agency; hiring staff including train engineer conductors and maintenance workers among many more, building a lean staff that values equality, equity, compassion, and hard work. He has not only earned the respect of staff, but our Federal and State regulators who frequently

applauded SMART for leading the way. SMART is the first new train system in the United States to be constructed with Positive Train Control. Lastly, Mr. Mansourian has leveraged SMART's sales tax revenues nearly doubling the investment of the two counties, secured funding for the Larkspur Extension at a time when funding approvals were rare in Washington DC, and there's a whole lot more, but for today he will leave it there. His successor will have very big shoes to fill, and I just want to say thank you for your service Farhad not just to SMART, but really to the entire North Bay. Also, as a first generation American whose father arrived in this country for much the same reasons, he applauds that General Manager Mansourian did in terms of trying to build that better life and better opportunities for not only for himself, but for his future generations and, for all the hard work that it's taken him to be so successful, and the accomplishments that you've achieved within that 42 years of service, on behalf of the Board, thank you very much.

Director Arnold joined at 1:42pm

Director Rogers stated that he had a unique opportunity to know Mr. Mansourian not just as a SMART Board member for the last two years, but even going further back when he was legislative aide and he brought to us a legislative change that SMART needed to make. From that point forward he knew one rule, and that was: when you have Mr. Mansourian on your side, you have a good chance of getting your way. He does not know any other public servant who has been as effective in accomplishing their mission as Mr. Mansourian has; it is going to be a huge loss for our region to lose not just the connections and the experience that Chair Rabbitt talked about, but really that mentality as well, finding a way to get the job done. He is sad to see him go and thinks that there is no SMART if there is no "Farhad", he thanked him for his time and dedication.

Director Fudge stated that many memories started flooding through her head. The comment that Chair Rabbitt stated regarding the SMART offices, as you know, there was disagreement over where they should even be in how many should there be.; at that time there were two offices, one in Marin County and the other in Sonoma County and there was a need to consolidate. She remembers when Director Arnold and Valerie Brown proposed that Mr. Mansourian came to SMART. The Board was still divided, and she remembers thinking who is the Public Works Manager that she never heard of?, however, it did not take long before realizing the value that Mr. Mansourian was going to bring. She remembers when they conducted nationwide recruitment for SMART's General Manager and after the results, Mr. Mansourian had been at SMART temporarily, the Board begged him to take the job permanently and to leave Marin County and to really serve SMART. He gladly did, because he was better equipped to do the job than anybody that we had searched for nationally. Just like Director Rogers stated: there would be no SMART without Farhad, that is true, we have been in the trenches together for 10 years. She knows his family needs him, but she cannot believe his wife Miriam let him be with SMART for 10 years and we are in the biggest debt of gratitude to his entire family. You are loved at SMART, you will never be forgotten, and we would not be here without you, added Director Fudge. She suggested name a train after Mr. Mansourian.

Director Gorin stated that she just joined the Board because she wants to work with Mr. Mansourian to make sure that that train goes to Sonoma Valley and beyond. She thanked him for SMART progress from afar, my predecessor Valerie's Brown started SMART and hired Mr. Mansourian and I am following in her footsteps, but I am going to take it personally thank you and best wishes.

Director Garbarino stated that Mr. Mansourian is the fact that we owe him so much without being said. It is time for us to give Mr. Mansourian a sincere gratitude for everything that he has done to

make that little train that did, which she likes that statement. She thanked him personally, since they go back many years, maybe not 43 but close to it in a different life and in a different relationship and in this one, for the education that you provide her about trains, why is so important and how it runs and how the staff just works themselves to the bone. The staff is very talented, hardworking and it is because of Mr. Mansourian's leadership. She agreed with Chair Rabbitt's comments that your successor is going to have very big shoes to fill, and you've been a gift to this Community. She thanked him from her heart.

Director Lucan thanked General Manager Mansourian for all his hard work. We will have many months of proper accolades, sharing of stories, memories together, and maybe a good roasting at some point. He wished that General Manager Mansourian had place this announcement as an action item, so that the Board could have unanimously voted it down. However, it was under general managers' report, which was very sneaky and does not give the Board much of an option, but if we could vote, he do not think any of us would support this, but we know other aspects of life call. He thanked the Mansourian family for sharing him with us for all this time on SMART and for his entire career as a public servant. Getting this train rolling is an accomplishment of a lifetime, which you have done in six years from when you arrived at SMART. Mr. Mansourian did it in those six years with everything being thrown at him, including the Positive Train Control, recall efforts and all these things, and he still got it done. Director Lucan is looking forward to the many months ahead and to properly recognizing Mr. Mansourian and all his accomplishments. He said that it has been an honor to serve with him and he absolutely wish him and his family, the very best, so thank you for everything you have given us.

Vice Chair Pahre stated that her comments will be short and sweet, it does not mean she is less choked up about the announcement, however, she will do more later. She was in the room with Directors Fudge, Arnold and Valerie Brown when they interviewed Mr. Mansourian, and she can remember saying we are going to get a public works person to run our train that was not in our DNA at that time, and what does he know about building organizations, this was a tiny little eight person organization, and we are going to grow and build a train. She told him that he is magnificent, and you have not only grown an organization, but an organizational family that sticks together, that has expertise, that is strong and compassionate and lean. It is a culture of excellence that is hard to come by in a large organization and she thanked him personally for all he has done for us and SMART.

Director Hillmer stated that he has told Mr. Mansourian how important knowing and working with Mr. Mansourian has been to him. Your reference to the speech at the beginning of your comments that that was very significant, and it indicated the sort of fearlessness with which Mansourian approaches your anything he decides to do. With respect to my observation of his experience, he would like to quote somebody else and that would be Admiral Byrd as he tried to chart away through the Antarctica and his quote is, *"If you can't find a way to make one"*. This quote captures your spirit, leadership, and your value to this and all the organizations that which you have been. He thanked him and is very grateful and he inspire him.

Director Colin stated that she is new to the Board, just like Director Gorin. She will inform former Mayor and Director Philips, who will have a lot to say to you regarding your retirement. She thanked Mr. Mansourian for his years of service and agrees with Director Hillmer's comment of how grateful she is, as is everyone on this Board, that such a large part of your life chapter was as a public servant; first Marin County got to benefit from your expertise and your professionalism and now, SMART.

She thanked him for all of that he does and looks forward to the additional future toasting and roasting Director Lucan said, he is going to lead that and wish you all the best in your next chapter to come.

Director Arnold gave a little background from having been there at the beginning. She opposed SMART when it was first on the ballot, and the reason she did was because freight trains were going to go through Novato, and no one addressed the fact that we are also having a commuter train coming through. She asked if there was something like an allegiance that we should know about before we vote on it. At the time Mr. McGlashan was on the SMART Board and was a big supporter suddenly died. Valerie Brown became the SMART Chair and was alone and she told me you're the one that has to come on board here. We both began to evaluate SMART and the way the office was run. It was determined that the staff and engineers did not have a clue about politics; at the time and SMART was very political. After her conversation with Ms. Brown and knowing that she could not run a train I did not know what to do, she asked Mr. Mansourian if he could work for SMART for six months, and he said yes, and the rest is history. She would like to have on her tombstone "She brought Farhad to SMART because that made all the difference."

Chair Rabbitt stated that Director's Arnolds quote is fitting. It did make all the difference, he appreciates the comments of his colleagues, and that is so true, so we owe Director Arnold a debt of gratitude. He appreciates his colleagues who said how we owe the Mansourian family a debt of gratitude not just for 10 years with SMART, but for the 42 years overall. It is time for his wife and grandchildren to spend time with each other. He knows that Mr. Mansourian is not going to be one of those people that just fades into the sunset.

Lastly, Mr. Mansourian thanked everyone for their comments.

Chair Rabbitt thanked all who provided their comments. Clerk of the Board, Ms. Rosas-Mendoza informed the Board that various emails were received after the 5pm deadline and she will forward to the Board once complied.

5. Public Comment on Non-Agenda Items

Steve Birdlebough stated that he has heard from numerous people that without Mr. Mansourian this could not have happened, and he has watched it happen. From time to time, they had differences, although he respects General Manager's abilities to his political sets. It is great that he has earned his retirement and asked Mr. Mansourian to join them at Friends of SMART.

Rick Luttman with the Sonoma County Chapter of League of Women voters and their representative on the Citizens Advisory Committee to SCTA. A few meetings ago, SMART's staff presented a report from the series of listening sessions. Discussion regarding the basic topics that people were interested, and the Board gave staff at that time to come back with some actual action items to respond to and though it might be on today's agenda, but they are not. He thinks people are anxiously waiting to see what the SMART Board does in response to public comments, and we would certainly appreciate having a date when they might expect to see them.

Sheila Baker congratulated General Manager Mansourian for his four decades of working as a public servant and for building a train for the last 10 years that moved people and bikes. He has been the captain and build the most amazing rail service, which she appreciates so much. To the 500 emails

that came in, she agrees with every single word that people have said in their emails regarding the pathway of SMART. She appreciates that SMART is committed to doing something, and hopefully that we can move on that and not just talk about shovel ready, but just really go. The pathway completion is going to influence the next tax measure. She thanked everyone who wrote emails, and Mr. Wells and Ms. Weaver for really supporting this.

Patrick Seidler congratulated Mr. Mansourian for all his years of work. He was one of the fortunate ones in Marin County who has seen all the things that he has done in the last 40 years. Having grown up here he thinks it is important to acknowledge that not only he brought the train back to the North Bay, but he also built freeways, roads, bike paths and utilities, and has built more infrastructure and more public works than perhaps any person in the history of the North Bay. He really stands alone at the top of those people at his profession, and he thanked him for everything he has done and for helping make me a better bicycle pedestrian advocate and sustainable mobility advocate. We have worked oftentimes in opposition, but his professionalism and his strategy and his sheer brilliance and how to approach projects has really helped us out in the cycling community. He suggested remembering his formula to get the environmental clearances to 30% engineering and get the environmental permits. He thanked Mr. Mansourian for everything he has done in the North Bay the last 40 years and for everything you have done to help make us better advocates.

Willard Richards state that he began paying attention to SMART when it was the SMART Commission before the Legislation established the SMART District and was concerned during the early days of SMART. When Mr. Mansourian came on board, there was a sea change that there was a reality on what needed to be done and how it could be made to happen. He congratulated him for his extraordinary effectiveness in making it happen. We have inherited promises made in those early days and hopefully we can sort through those now and charter good path forward.

Dani Sheehan thanked Mr. Mansourian for mentoring her during the campaign for Measure I and for bringing the Friends of SMART back on track of what it means to be Friends of SMART. She wished him the very best.

Richard Brand stated that he is surprised and sad to see Mr. Mansourian leave, he has built an amazing system. He was amazed when Mr. Mansourian arrange to get that used rail bridge from Texas for the Petaluma River what an accomplishment, he added. He wished the best for him and his family.

Jack Swerengen stated that they have had their differences, however he admires Mr. Mansourian for his accomplishments. He asked if Mr. Mansourian can help find one more bridge for Healdsburg before his departure.

Chair Rabbitt responded to Mr. Luttman's comments regarding the listening session, he thinks it is really whether we do a singular agenda item versus a series of deeper discussions. The three items on today's agenda were items that came up through the listening session, as were items previously. It is a good idea that will come back and summarize to make sure that everything is going to be discussed and we could have a checklist.

6. Consent
 - a. Accept Monthly Ridership Report – March 2021
 - b. Approval of Resolutions Authorizing the Annual Filing of Grant Applications for Various State and Federal Fund Programs

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

MOTION: Director Hillmer moved approval of the Consent Agenda as presented. Director Pahre second. The motion carried 10-0 (Director Rogers absent; Connolly joined later).

Vice Chair Pahre thanked staff for putting all those resolutions together it's pretty comprehensive and it shows how much time and effort it takes to stay competitive in that organization.

Chair Rabbitt stated that SMART was informed this week that we were selected in a competitive environment, one of the safe and seamless mobility Quick Strike Program grants within the one Bay Area Grant. SMART's project was selected from Payran to Lakeville in Petaluma for a \$3.5M project cost. This will be presented at the MTC Committee Programming and Allocations on June 9 for approval. He looks forward to voting in favor of that, as it shows the leveraging ability and the ability to be competitive at the regional level is an important component.

7. Performance Measures – Part 2 (Informational/Discussion)

General Manager Mansourian introduced Chief Financial Officer, Heather McKillop, who will provide an overview presentation. Ms. McKillop introduced Diana Dorinson with Transportation Analytics, who has been assisting staff over the last seven months; she will provide a presentation as well as Grants and Programming Manager, Joanne Parker.

Ms. McKillop provided the following highlights of the presentation as follows:

Performance Measures – Part 2

- Agenda
 - Present SMART data and recommended metrics from National Transit Database
 - Present additional recommended metrics for near-term implementations
 - Discuss next steps
- Where we are in this process
 - We have enough data to start analyzing trends; now we need to decide where to focus attention and resources
 - We want to move from reporting data to measuring performance
- Example: Ridership Data
 - General Manager's Monthly Report
 - Downloadable Excel File
- Example: Ridership Data Analysis
 - Monthly Board report includes calculations relative to prior periods and narrative summary of notable trends and developments
- Example: Ridership Data Enhanced Presentation
 - Chart illustrating ridership from start of passenger service

Ms. Dorinson provided the following highlights of the presentation as follows:

Performance Metrics from the National Transit Database (NTD)

- Common Transit Industry Performance Metrics in NTD
 - Data Items:
 - Derived Metrics
- Why these Metrics
 - Operating Expense per Vehicle Revenue Mile
 - Operating Expense per Passenger Mile
 - Passenger Trips per Vehicle Revenue Mile
 - Average Fare per Passenger
- SMART NTD Agency Profile: Fiscal Year 2018-19
 - Operation Characteristics
 - Mode
 - Operating Expense
 - Fare Revenue
 - Annual Passenger Miles
 - Annual Unlinked Trips
 - Annual Vehicle Revenue Miles
- SMART Annual Results: Data Trends
- SMART NTD Agency Profile: Fiscal Year 2018-19
 - Performance Measures
 - Mode
 - Operating Expenses per vehicle revenue mile
 - Operating Expense per Passenger mile
 - Unlinked trips Per Vehicle Revenue Miles
- SMART Annual Results: Metrics
- Performance Outcomes Reflect Policy Choice
 - Providing more service hours; increases total costs
 - Offering amenities to attract discretionary riders; increases unit costs
 - Increasing fares to boost revenues; makes service unaffordable for some and reduces ridership
 - Decreasing fares to boost ridership; could reduce farebox ratio or attract so many passengers that trains are crowded
 - Cutting staff to reduce costs; will take longer to increase service in future (due to hiring and training lag)

Ms. McKillop provided the following highlights of the presentation as follows:

Customized SMART Metrics

- Approach for Additional Metrics
 - Metrics from NTD are already collected annually
 - Additional metrics require varying levels of resources to define, collect data, and analyze results, so prioritize a few simple metrics to add to near-term reporting effort
 - Continue to pursue development of more complex metrics as part of a longer-term process
- Metric 1: Pathway Usage
 - What is the cost vs usage of the pathway

- Existing grant reporting and new funding applications
- Future environmental work & capital project evaluation
- Operational monitoring
- Metric would be based on counts of bicyclists and pedestrians using the path at key locations and at various times
 - Likely collected using combination of field surveys and automatic equipment
- Metric 2: On-Time Performance
 - Useful for both internal and public purposes:
 - Captures the main outcome of operations & maintenance efforts: are trains moving as planned?
 - Illustrates service reliability for transit customers
 - Metric would report the share of train arrivals that occur within a specified time window relative to the schedule
 - Raw data is available from existing sources
- Metric 3: Customer Experience
 - Measuring Customer Satisfaction
 - Needs survey data collection from transit passengers and pathway users
- The seven recommended metrics have different reporting timeframes
 - Survey data → annual reporting
 - Financial data → semi-annual reporting
 - Operational data → quarterly reporting
 - Still going to report data such as ridership, sales & use collections, fare collections, etc.
- Beyond the first seven metrics
 - SMART provides many other types of community benefits that we could measure and report on:
 - Climate Benefits, Economic Development, Mobility & Mode Choice, Access to Opportunities and Public Health
 - These areas will take more work to develop:
 - Review which metrics fit SMART's priorities
 - Determine implementation needs and resources
 - Coordinate with agency partners, jurisdictions, stakeholders
- Wrap Up and Next Steps
 - Incorporate Board feedback on today's recommendations
 - Include associated line items in draft FY2021-22 budget
 - Implement over next 12 months, with budget approval
 - Return with status update and new recommended metrics during next budget cycle

Comments

Chair Rabbitt thanked both Ms. McKillop and Ms. Dorinson for the great presentation; obviously SMART is required to submit data to the National Transit Database, however, SMART is going above and beyond what the three additional metrics that were mentioned in the presentation. He asked if SMART could do these things in-house going forward, specifically of the pathway usage, is that something that we need to purchase proper counters to make sure we have the right quantity and are able to place those and collect data and analyze it all in-house. Ms. McKillop responded that it would be a combination, but we may need additional consulting services to be able to help us analyze that data. With the onboard surveys, most of the times are contracted out. There are a variety of things that can be done in-house and some things that we will need to get additional assistance, this will be identified in the budget document.

Director Rogers thanked staff for bringing forward, not just what is required, but some additional discussion about what would be useful for our agency. Many policymakers always want more data and information, it makes their jobs much easier to manage the risk. He is often reminded that the City is not a research institution and how we make sure we do not hit a diminishing return on the amount that we're collecting versus what's usable, he thinks that staff has presented a pretty good balance. He asked how it compares with other transit agencies, because SMART is compared for better or worse. SMART is compared to established transit agencies so whether it's the cost to ride or the dollars that are coming in, he would just be interested in seeing who we see as our main comparable. When we do this, not just across all transit agencies but across transit agencies that look similar to us, as well as which ones are funded and have a specific tax measure which is oftentimes one of the discussion points that we have. Ms. McKillop responded that staff has researched, they have looked at distance and funding sources as a criteria, we have also looked for an entity that owns all of their own track and equipment versus just an operator. Staff can bring back recommendations at a future meeting for review.

Director Colin thanked Ms. McKillop and Ms. Dorinson and was delighted to see the presentations; having an easy understandable format is huge and it will go a long way to continue to build trust with our Community; especially as we look out in the future tax measures. She said that seeing the little chart underscores how new SMART is with two data points. This is a reminder that we are just getting started on this Train, which is a great visual reminder. She said it great to have customer service as an additional metric and noticed it was one time a year. She asked especially now, as we know that for some people think that cleanliness or safety is going to be more of an issue coming out of COVID would that be something we would consider doing more frequently in the beginning. Ms. McKillop responded that it could be considered, because surveys are not super expensive but they're not cheap, so we looked at doing them on an annual basis. We could look at doing some smaller more abbreviated surveys more frequently that we have on a very specific on a topic.

Director Lucan thanked Ms. McKillop for a great report. He likes all the metrics that have been put together. One of the first seven metrics it mentioned the climate benefits, this has been built as a green alternative that is important in Marin and Sonoma. He asked if it can be done easier, since we know the greenhouse gas emissions from the train from the amount of diesel that it consumes and the number of passengers are on the train, then we could back into a number of how many GHG's/CO2 is being emitted at the passenger level and compare it to car trips, the one thing we don't know is exactly how far each passenger is traveling. He asked if a methodology can be created like what we've done before, and add all the assumptions, the rough CO2 emissions per passenger trip on smart versus if somebody was driving a car. Ms. McKillop responded that if that is the desire of the Board, those basic computations can be done. Staff was thinking something more holistic that might be influenced by needing additional data. We can look at what could potentially be done in the near term and then expand that over time to include other things.

Director Lucan said that in the past, there were some assumptions that had to be made and we clearly stated; those assumptions compared to a vehicle trip showed that a trip on SMART was 33% cleaner than a trip in a car. It is worth continuing to communicate and what is exciting about that, is the more people that ride the train that number grows so much faster.

Steve Birdlebough suggested that staff consider looking at the value of freight movement. It turns out that in terms of greenhouse gas emissions and the transportation sector, the freight amounts

are about half and Freight movements on the highways amount to half a greenhouse gas emission. Rail freight is about three to five times more efficient than highway freight.

Eris Weaver stated that she is very happy that the Pathway usage is added into the metrics. She has some thoughts about where some good locations for counters would be, not just for data about who is using the path now, but how path usage is likely to book as the gaps in the path get completed. For example, if you put a counter at the county line, you're only going to see the people who are crossing Novato/Petaluma. The longer stretch between Cotati and Rohnert Park and then in central Santa Rosa where people are going from location to location is useful data. She said she has no idea how you quantify climate change in this, but there are not only those benefits to people riding the train but also people riding their bikes somewhere on the path rather than driving a car. She asked if there is a way to get a calculation for that, once data is available for transportation, as opposed to recreation.

Sheila Baker thanked staff for including the Customer Experience metrics. Especially for measuring crowding and safety, she thinks it was added because the bicycle coalition addressed concern regarding the bicycles. Not long ago the bicycles were stacking up and piling up on the train, to the extent that no one could get their bicycle off when they came to the place where they were they needed to get off the train. She suggested a better way to include bikes on the train without piling them up and making people feel like they can't get to their bicycle and time to get off the train.

Jack Swearingen stated that this exercise has emerged from or evolved from the postmortem of the last failed ballot measure. It was determined wisely to go back and try to figure how to succeed, and this analysis and these metrics are very much a part or should be pointing toward preparing for a winning proposition next time. It is important to think about riders as well as non-riders, because the ridership of SMART is a lot smaller than the voting public, there is a lot of people who do not ride SMART who are going to be voting and need to be in favor of the tax measure. These metrics are critical and important, and he is delighted that staff has undertaken this task. There is the quality of life for everybody, and those are the people we must reach a metric for them to convince them how SMART is better than everybody in the County and not just the riders.

Director Connolly joined at 2:42pm

Mike Arnold stated that Jim Schmidt and himself have submitted written comments to Ms. McKillop yesterday it's fairly detailed with graphs. There seems to be a consensus among all that we fully support these initial efforts to produce the performance metrics that he has been advocating for quite a while. They do not think these metrics go quite far enough and they have three different proposed enhancements: 1) they propose that they present the information slightly differently so that people understand how SMART is performing relative to the other agencies when comparing to commuter rail agencies. Most of the rail agencies are big, however there are a few like SMART that are small and have worse performance statistics than SMART presented in their graphs and our comment letters show that; 2) they propose that SMART include three measures that were spoken about in the presentation, which are: operating cost per passenger, farebox recovery ratio, and the taxpayer subsidies per boarding. The three are utilized in transportation planning and two of them are reported by the MTC for each transit agency in their statistical summary of the Bay Area Transit Operators produced annually, which is currently three years behind so SMART was not included. MTC staff has assured him that they intend to update those, and SMART will be included; 3) they propose also to compare not just other commuter rail agencies, but other North Bay transit

operators as mentioned in the comment letter and included the comparisons because they are your voter base. This information is on the on the MTD website, they are downloadable in a single spreadsheet. He thinks it's consistent with several board members prior statements that's this Agency needs to be concerned about transparency and credibility and he one of those who was producing these performance metrics during the Measure I campaign. SMART needs to recognize that operating costs per passenger and taxpayer subsidy per passenger are two variables the public understands; however, revenue miles is more difficult to understand. He recommends including these prior to the next tax extension measure.

Richard Brand stated that it was very thorough report. Last week on his trip from Cloverdale to San Francisco there were at least 8 or 10 logging trucks heavily loaded with redwood logs on Highway 101. He thinks in total that day there must have been 50 total trucks loaded with either logs or douglas and that is tearing up the roads. He suggested that staff consider going to Caltrans and asking for help to pay for redoing the roads. Having heavy loads on rail is advantageous for them and he would suggest that for future evaluations in terms of funding. He asked when the public can expect a report from the public forums that were held after the tax Measure. There have been several comments today from the public, and they must be address because the tax measure indicates that the voters in this district, who may or may not be riders have to open their wallets. The perception is that people think it's more tax and no it does not matter if it's not the case.

Chair Rabbitt stated that this is a discussion informational item, the direction that staff needs is to understand if the three additional metrics going forward are appropriate. If there are additional metrics this is the time to discuss. The younger the organization, the more need for data to track trends. Regarding freight he would imagine that is separate tracking of data in business costs and the pro forma also to be able to understand what can be charged and how to charge it is certainly on time and customer satisfaction as it does with any business and it's something that we should track on a separate measure.

Director Lucan recommended that climate change be included. He would defer to staff to see what the climate impact benefit is for SMART and if there is a way that that can easily be calculated and presented.

Director Bagby stated that she agrees with Director Lucan's assessment regarding climate change. She wonders if RCPA in Sonoma County could be helpful and instrumental in producing a report. One of the things that she would want to see and is not sure if it is necessarily appropriate for SMART, we need to have more information from our local employers and knowing exactly where their workforces come from, whether they are on the train or no and reviewing traffic patterns that are the result of our employment centers. She thinks this is an important piece of information as far as looking for additional funding and political support amongst our voters and communicating to people the economic realities around transportation and our employment center.

Director Rogers stated that he supports Directors Lucan's comments on climate data that can be use when preparing climate action plans, as well as articulating the benefits of the train. Also, for Director Bagby, the Sonoma County Transportation Authority does have a study that looks at trip generation, both in terms of the distance, and the top trip generators, and most of them are employment positions.

Director Colin stated that she wanted to add her voice to the additional metric regarding the climate change. She thinks it is incredibly relevant and would be meaningful for our Community.

Director Garbarino said that the climate benefits of operating the train and all these metrics and the work that the staff has put into all of this is phenomenal and puts us in a place where we're able to get more supporters for SMART as we move forward because they're so clearly written and quantifiable. As far as the climate issue., she knows in riding Amtrak there are a lot of metrics around the benefits of train over almost all other forms of transportation.

Chair Rabbitt stated that there is information that SMART does not need to be the lead agency on gathering information. As mentioned SCTA and RCPA can be very helpful in climate change and MTC on some of the issues that were discussed like farebox recovery.

Director Hillmer stated that some of the public comments were metrics that were not included and suggested they should be included. He asked if staff could get back to the Board as to why the metrics recommended are the appropriate metrics and if there are metrics mentioned in the public comment that we should be considering or not and the reason why or why not. He thinks it is important for Board to provide an explanation to the public for transparency, especially with respect to the comments made by Mr. Arnold.

Chair Rabbitt stated that the Board agrees with the three additional measures to the existing four the National Transit Database and what we can do with greenhouse gas emissions. He knows that this is to prepare for budget adjustments, or to include this in our budget going forward and to Mr. Hillmer's questions, he thinks those are good and can be addressed in that same manner, we can make the ultimate decision on the package of metrics of what will be budgeted for around that time.

Lastly, General Manager Mansourian stated that he and Ms. McKillop took notes and will report back to the Board at a future meeting.

8. Welcome Back Campaign (*Informational/Discussion*)

Chair Rabbitt stated that is has been a long year and we are not out of the woods yet, but hopefully soon. It is time to start thinking about how we are going to welcome back our riders in mass hopefully one of these days soon.

General Manager Mansourian stated that Acting Communications and Marketing Manager, Matt Stevens, will provide an overview presentation. Mr. Mansourian stated that this is the beginning of our discussion with the Board, staff and the Board have conducted a lot of listening sessions and would like to provide some information. Mr. Stevens and himself have been meeting with various Chambers of Commers and other service organizations and have asked questions, like are you riding SMART and if the answer is yes, what did you like the best and what more can SMART do. This is a very small department of two and in two months, it will be a department of one and staff will heavily rely on expert outside consultants, both in marketing and messaging and the kinds of things we do. We hope to hear from members of the public and we are going to have these discussions, for several sessions, since there is no one size fit all.

Acting Communications and Marketing Manager, Matt Stevens, stated that he is pleased to be here today to share with you what we have been working on the last few months, as well as what we are thinking about doing looking forward to our welcome back campaign. Highlights are as follows:

Welcome Back Campaign

- Introduction
 - Sonoma and Marin Counties are opening up
 - Reduction on pandemic driven restriction is have a positive effect on our ridership
 - February ridership compared to January was 10% more
 - March ridership compared to February was 35% more
- During the Past Year SMART continued to move forward:
 - Provided passenger service to nearly a quarter million essential workers this past year
 - Refinanced its construction debt saving nearly \$3.5 million per year
 - Created new in-house Signal Technician training program
 - Led the industry in train sterilization by installing ultraviolet (UV) light sterilization upgrades on all 18 of its train cars
 - Joined Bay Area low-income fare program offering 50% discounts to qualifying passengers
- Conducted SMART Board of Directors “Listening Tour”
 - League of Women Voters
 - City of Santa Rosa
 - Town of Windsor
 - City of Cloverdale
 - City of Healdsburg
 - City of Novato
 - City of Larkspur
 - City of San Rafael
- Offering free rides to those traveling to vaccination appointments at the Marin
- Laying the Groundwork for a Welcome Back Campaign
 - 4-month multimedia marketing campaign to enhance the narrative regarding SMART’s benefits to the North Bay
 - Utilized expert marketing consultants to increase social media engagement by nearly 100 percent
 - Ramped-up SMART briefings to Chambers of Commerce and civic organizations
 - Produced marketing video to kick-start welcome back campaign
- Welcome Back Campaign Video – Community Ties
- Planning and Preparing
 - Inclusion of marketing experts to increase and leverage social engagement
 - Engage market research to identify what connects with the local and regional community
 - Kick-off “Welcome Back Campaign” brainstorm ideas
 - Partnerships
- Messaging and Media
 - Target past riders & new riders alike
 - Utilize multimedia approach to reach people where they are
 - Develop fresh art for ads & digital ad campaign
 - Increase focus on Latin-X social media channels
 - Promote safety & comfort of traveling by train

- Public Relations/Media Relations
 - Feet on the Street events such as Concerts in the Park and Farmers Markets
 - Public speaking (civic and community organizations)
 - Press kick-off event, reach out to Marin IJ, Press Democrat, Pacific Sun, El Tocolate, La Voz
 - SMART #CommunityTies video to play on Marin TV and Sonoma TV (English & Spanish)
 - Include San Francisco and East Bay markets for recreational trips
- Campaign Kickoff
 - Tied to levels of service restoration
 - “Get on Board” free fare day/weekend/week with strategic partners, such as Convention and Visitors Bureau, live event promotions, local event producers
 - Leverage local influencers already contacted for campaign
- Weekend Service and Promotions
 - Cross-promotional opportunities with Golden Gate Transit, Marin Country Mart, National Park Service, and others
 - Customer service and social media comments indicate significant pent-up demand for the restoration of weekend service
 - Revisit SMART’s success with the Sail & Rail ferry/train combo pass that can be purchased on the SMART E-ticket app.
- Staff Roles
 - Partnerships and cross promotions
 - Press and media relations
 - Public speaking
 - Localized signage
 - Contract management
- Consultant Roles
 - Market research
 - Creative (art)
 - Ad buys (digital/print)
 - Social media platforms
 - Local/regional influencers
- The Public is Excited About Getting Back and So Are We

Comments

Director Garbarino stated that she loved the video, the video is warm, fuzzy, and snappy to the point and brief.

Director Colin asked Chair Rabbitt if he would prefer comments from the Board now or after Public Comment. Chair Rabbitt suggested after public comment.

Dani Sheehan stated that she liked the video and commended Mr. Stevens and his team for what they're doing, however there is a piece that is missing in terms of connectivity. For example, how do you connect to the ferry, how do you connect to other transit system, why would people want to ride SMART. She suggested doing a little more work on connectivity and having a message that it is not just a commuter rail, even though in essence, that is the main function.

Richard Brand stated that the wine and hospitality industry has been hurting with limited access and suggested that at least one picture of a bottle of wine is added to the presentation. Many

wineries are opening, and we would like to encourage people come up on the ferry and the train. There are shuttles that can reach out from Santa Rosa Station or any of the stations along the way. He suggested staff does a program because we need people to visit and support the industry again.

Jack Swearingen stated that staff should be congratulated for jump starting this. The Friends of SMART, see themselves as sort of between the SMART program project and the people who live in these two counties. They would like to be included in this Outreach to take the message to the people and they are willing to help.

Director Colin thanked Mr. Stevens for the presentation. She said she is very new to this Board; however, she is not new to marketing, her first job in marketing was in the 1980s and she appreciates the opportunity to provide input and guidance. Outreach is different than marketing the word campaign is used. She wanted to start by saying that and there are some great components, she was really impressed, which are falling into place; what she would like to see is a focus as we go forward, because when outreach is being conducted is like you put everything out there and see what sticks. In a campaign you often start with a marketing brief and it's very targeted and strategic. The marketing briefs guides the experts that you employ and lead them in a direction you want them to go. She thinks it would enable us to really focus our initial efforts, and she would only work on bringing riders back. Bringing riders back and/or bringing new riders are two different things, she recommends that we look at a phase and really focus on how we bring riders back and you get the information by asking people what is needed to come back. A marketing brief or strategy brief would start to see where there are information holes. Finally, with that you can also get metrics, and she thinks it is great that there was 100% increase in social media and what does that resulted in; is there a way to tie since we want people back on the train. She is happy to lend her expertise however is appropriate to the Board, as she mentioned to the Chair and General Manager Mansourian. She thinks for us to put a lot of stuff out there and hope will get riders it will get us part of the way, but with a little bit additional strategic effort, she thinks we can have a campaign that will do even more.

Director Hillmer stated that he would just like to reference comments made by Dani Sheehan earlier. He thought those are very important comments to take notes with respect to the conductivity and the vision of SMART with respect to what it connects to. There is reference to the Sail and Rail, but the connection between airports and the multi modal linkages between them is a good place to start, especially from a live work perspective, one can choose to live and/or work anywhere between San Francisco and Santa Rosa and not own a car. A vision of how SMART would like people to see the opportunity is important, with high altitude, as well as showing the aesthetic appeal of the train, which seems to be the focus of the video and the welcome back campaign. Emphasizing the opportunity to the people who live along the corridor and in San Francisco and work across the Bay.

Director Lucan stated that he likes that we offer free fare days for riders on weekdays and weekends. He thinks it is important on what we do that we are making a connection, not just to somebody to ride the train once or twice but turn them into riders. Not everyone has a Clipper card, however most everyone has a smartphone and suggested programing an App. Successful Apps give something away when you download their APP, perhaps creating an incentive like you get X number of free rides or X number of free service when the APP is completely download. That overcomes the barrier of entry in the future, he does not know the flexibility of doing something like that, with an APP, but he can see that being a real big get back on board and continue to ride.

Director Fudge stated that she appreciates all the comments made and appreciate Director Colin's offer for help with her background and expertise in marketing. In terms of Dani Sheehan comments in getting to airports is really good information. People can get to San Francisco Airport from Sonoma County Airport Station; however, it can be tricky and need to know Bart Train connections and it will be helpful to have that information available, so people did not have to figure out which train got delayed before they continue to the airport. The schedule changes on weekends versus weekdays it would not be that hard to figure that out and advertise that as well. She is not sure if the circulator bus is running and suggested reaching out to Sonoma County Transit about a more direct connection to the Sonoma County Airport, the walk is about one mile, but it is a hard to walk with a suitcase. As we start to advertising connections to airports and helping make the airport connection in Sonoma County easier. That would help a lot of riders, especially as the new airlines are being added to Sonoma County Airport.

Director Connolly asked what the current status is on resuming weekend service and the timing since there has been an explosion of traffic again on weekends and certainly that service can tie into a lot of the other issues where we're discussing, including the Sail and Rail and connectivity. General Manager Mansourian responded that SMART is very eager to start the weekend service, yesterday he had an Operations meeting with staff and the operations team confirm that all they need is one week's notice and they can start weekend service. Mr. Stevens check with his counterpart at Golden Gate and he informed us that in the last three weeks the ferry riders have doubled. The best answer I can give is as soon as ferry opens, SMART will be ready to open, all that is needed is a week's notice. The Sail and Rail is very popular, and he is hoping to bring back and perhaps even do more of that, especially for the commuter as well as the weekend.

Chair Rabbitt stated as board member on Golden Gate Bridge and we have the President of Golden Gate Bridge on the SMART Board. The traffic has doubled, it started at 2% of what it was pre pandemic, the demand on the weekend is a separate issue, but what is true is that we're seeing slowly the return of some demand and we just need to make sure that we provide the campaign to ensure people that SMART is available to them going forward.

Lastly, he asked if there any final questions, comments, or concerns, this was a discussion/Informational item and asked staff if they have proper direction going forward to advance the item. General Manager Mansourian responded yes.

9. Approval of Capital Improvement Projects for Fiscal Year 2022-2029

General Manager Mansourian asked to look at this item differently, even though this is an action item, he wants this turn it into a celebration item. It was not long ago when our then Chief Financial Officer informed the Board in the Fall of 2019 that unless SMART stopped our expenditure and if the sales tax measure does not pass, which it did not, SMART will start spending the reserves and then in few years SMART will have no reserves left. The Board's direction to staff was to tighten our belt and start cutting; we did we cut our expenses by 30% and we welcomed all the federal stimulus packages that SMART received. The reason why I am saying it is a celebration today is because staff is making recommendation on how to spend over \$20M in funds and leverage that can bringing \$60 to \$80 million in outside funding, this is a celebration. You will hear from several public speakers who will support this, but then they want more, and this is what we heard throughout the listening session. Public wants more train service and more pathway connecting to our stations.

For those who have asked when staff will be bringing listening session items to the Board, staff has been bringing items to every board meeting, we have been responding to a listening session. Today's item is in response to a listening session, we heard more bicycle path, Extensions North, second station in Petaluma and many more items. Today is a big deal and staff is very excited. With me today, is Chief Engineer, Bill Gamlen, Chief Financial Officer, Heather McKillop, and Grants Manager, Joanne Parker, who are all available to answer any questions.

General Manager Mansourian stated that at the end of the staff report, staff provided a Table called SMART Pathway Connecting Stations – April 2021, which we will put on the screen to discuss today. At the April 7th meeting, and based on the direction we received from your Board; 1) to leverage SMART funds and 2) make selected projects “shovel ready”. We have a completed list of recommended capital projects for Rail and Pathway connecting our stations.

Our approach is to use our funds and advance selected capital projects to a “shovel ready” state and secure grant funding for the construction of these project. “Shovel Ready” can be accomplished by completing the design, preparing Environmental Analysis either at the State or at the Federal level, CEQA and/or NEPA environmental clearance for the construction permits.

We have been very successful in leveraging tax funds to maximize outside grants for both the rail and pathway projects connecting our stations. This includes \$355 million in outside agency grants for SMART. This success in leveraging taxpayer funds is due to the Board decisions to provide SMART staff with flexibility so we can maximize and take advantage of funding environments. Since, the release of the Board report on Friday, SMART was informed that MTC staff is recommending the Lakeville Street to Payran Street Pathway grant in the amount of \$806K. SMART has extensive geographic areas within its service boundaries (Sonoma and Marin Counties) from the Bay Area's fifth largest city to the most rural communities.

Therefore, staff recommends the following two (2) Rail Projects:

- Healdsburg Bridge: \$3.4M from Sonoma County Transportation Authority Measure M designated for use by SMART for the Design, environmental clearance and required match for a \$13.6M federal construction grant. We are working with Congressman Huffman, whom is a strong supporter of SMART to seek Federal funds for the construction of this bridge.
- Petaluma 2nd Station at Corona: \$2M SMART funds towards a proposed \$10M State Grant for construction of second station at Corona. SMART is preparing to submit a joint application in June to the State's Affordable Housing Sustainable Communities for funding our Petaluma North Station at Corona Road. SMART's proposed partners in the application process include the City of Petaluma, including Petaluma Transit, and the affordable housing project developer Danco Communities, who has agreed to donate 1.272 acres to SMART for the construction of parking facility for this rail station.

General Manager Mansourian stated that SMART's vision has been to connect the stations with the pathway. Staff examined the existing pathways connecting our stations and then identified the gaps that make a big impact in connecting the gaps. The SMART Pathway Connecting Stations – April 2021 Table list the recommended projects in no order. Mr. Gamlen clarified that the pathway segments listed in the table were included in the Environmental Impact Report.

General Manager Mansourian stated that in addition, we are also recommending \$2M to be added to an existing State grant for enhancement of grade crossings for the existing \$10.8M. Construction will start soon for 5.7 miles pathway in Sonoma County scheduled to be completed in 2022/23. He reminded the Board that SMART is being sued by numerous property owners who are challenging the Board's authority having the ability to construct pathway along SMART's Right-of-Way. At this time, we cannot start construction on any pathway projects until there is a resolution regarding the pathway litigation, which could take 18 months to several years. This is a good time for SMART to get pathway projects designed, environmental clearances, apply for permits and grants and once litigation is resolved construction can begin.

Today, the Board has the fortune to determine how to spend \$21M. Upon renewal of the sales tax depending on the term and exact condition, SMART can issue an additional \$150-\$200M in bonds. We must focus and not lose sight that there are limited opportunities.

The Windsor Extension is a \$75M project, which \$40M is funded by Regional Measure 3 (RM3). A taxpayer group is suing Metropolitan Transportation Commission (MTC). MTC has won the last two lower courts and the taxpayer's group now appealed to the California Supreme Court. Mr. Lyons stated that there is a leading case called "Zoe" that is before the Supreme Court which there were briefing files last week. Until the "Zoe Case" is resolved the Supreme Court has placed RM3/MTC litigation on hold, this could take up to 18 months before its resolved.

General Manager Mansourian said that if MTC loses the case, it will give SMART the opportunity to come back to the Board and ask for direction. This is the reason why it would benefit to hold some funds, since Windsor is half built and we cannot go further North unless Windsor Extension is completed. We are also discussing opportunities with our Federal representatives to see what can be done and come up with various plans in case the lawsuit fails.

Staff is recommending approximately \$13.4M in Pathway projects and \$5.4M in Rail project. These are planning cost estimates that have been prepared in 2021 dollars with general estimates for design, construction, procurement, permitting, and administration. Construction cost can vary, and until the contract is awarded, we will not know the exact cost. Previously, Director Rogers asked staff to look at the economic impact of the recession and Chief Financial Officer, Ms. McKillop will provide as part of the Budget presentation and the Board can decide to set money aside.

Therefore, staff recommends approval of the following project:

- Approve the recommended specific Rail and Pathway projects connecting our stations.
- We will include the final approved list in our Short-Range Transit Plan which will be provided for your Board's review and approval in July and will reflect the relevant budgets as part of our 2021-22 budget review and approvals.
- Direct Staff to provide two updates each year on the forecasted financing and status of grants during the adoption of the budget and at midyear budget report.

Comments:

Chair Rabbitt stated he appreciated being reminding, that after a year of being in a pandemic that a transit agency would have dollars available to move forward on capital improvement projects. He thinks that is rare for those working on other agencies throughout the Bay Area and for him being on the Blue-Ribbon Committee at MTC. He thinks SMART is the anomaly in that case. A couple different factors that took place; the belt tightening for running a lean organization from the beginning. The different funding sources and the way that the funding sources have affected the

different agencies and farebox recovery being one of them. He knows that those who serve on the Golden Gate Bridge are looking at much different financial picture than we are here at SMART. This is a celebration of course, however there is lawsuit and a big cloud over what it is that we would like to do, as well as while it's a celebration to allocate \$21.4 million to capital improvement projects. Extending the tax measure and allocating \$100M to \$200M is really where the future lays going forward, and we won't have to necessarily cut corners. He asked if the paths segments that do not have CEQA clearance today were purposely left out, because those were going to be a project by other agencies, such as a city jurisdiction and perhaps a county or something in between, and was not originally a SMART pathway, because that was pulled out when the original Measure was being formulated. It is very important for the Board and the public to know and make sure that we are on the same page. It is also important to close the segments, and to do it in partnership and collaboration with all the entities. There are other pressures on projects, he spoke to a Council member from Petaluma and would love to see a particular piece of trail go through because of that trails connection to a larger project called Trestle, which is Downtown is the domino effect of funding and the leveraging capabilities.

General Manager Mansourian stated that Chief Engineer, Bill Gamlen, will be happy to provide a brief history and a presentation. Mr. Gamlen responded to Chair Rabbitt comments and stated that when SMART did the National Environmental Policy Act (NEPA) work from Guerneville Road to Marin Civic Center a few years ago, there were a couple alignments that got modified. For example, one in Novato where we bumped out of the right of way through the Coast Guard property to make a better connection to Main Gate Road. He provided the following highlights:

Capital Improvement Plan – Bikes and Pedestrian Pathways Connecting Stations

- SMART Pathway Basics
 - SMART Pathway is part of the Train + Bike Mobility Alternative
 - SMART's 2006 EIR developed "Road Map"
 - North-South Pathway Network:
 - SMART right-of-Way
 - Utilizing Existing sections of path
 - Planned Pathways to be built by others
 - Some on-road segments
 - Leverage SMART Measure Q Dollars - Always part of the plan
(SMART's \$21.7M helped bring in \$34.8M in Outside Funding)
- Roadmap - Table from EIR
 - Table 2.5-3 – Proposed Bicycle/Pedestrian Pathway
- Roadmap – Status
- Pathway Accomplishments
 - SMART and partners have constructed 24 miles of the pathway network connecting Stations together
 - *\$107M Investment: (SMART: \$21.7M; Grants: \$34.8M; Partners: \$50.5M)*
 - Completed Station Connections as Highest Priority
 - *10 of 12 stations have SMART Pathway connections*
 - Established Key Routes to overcome local obstacles
- Pathway Construction Schedule
- SMART Pathway Progress Maps

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

Comments

Chair Rabbitt stated that the presentation is helpful because we want to move forward and there were decisions made at different points in time over the history of SMART and at this time is important to capitalize on the opportunities going forward.

Director Lucan asked for clarification of the Pathway Construction Schedule on slide 6. We can see one project a year, however looking at the slide there are a few with construction date of 2022. Those are a lot of segments that can be under construction a year from now. Mr. Gamlen responded yes, those segments are currently in design and construction to begin in 2022 and hopefully add the Lakeville to Payran segment in Petaluma. Director Lucan said that this slide answers a lot of questions that he received from the bicycle coalition.

Director Colin thanked Mr. Gamlen for the presentation, and said it is nice to be here as part of a celebration, especially given General Manager's announcement at the beginning of the meeting. She heard from the bike coalitions there is a gap south of Civic Center through the Puerto Suello Hill. She understands there was a history, and the Board and Staff are working off other decisions made back in 2005 long before she was on the San Rafael Council. She asked if there is an opportunity, or how would we go about adding that segment to the Environmental Impact Report (EIR) list, and thinks doing a 30% construction can be put off at this point since there is a moment to pause and including them in the EIR. This is crucial for that greenway segments in San Rafael, which provides a crucial link from the Larkspur. Mr. Gamlen responded that there has been a lot of interest in that segment from the top of Puerto Suello Hill down to San Pedro Road. It is a steep challenging Canyon that drops down into our tracks. As implementing these projects, the roadmap that in the EIR identified roadway sections to get from the top of Puerto Suello Hill to San Pedro Road, which is what he is working from that's not to say this isn't a good segment of pathway or a desirable pathway to choose. He looked at other references, like the City of San of Rafael website for their bicycle pedestrian plan, and the segment was not identified by the City, but certainly a partnership opportunity could exist. Perhaps the City could take the lead, like they did with the Second to Anderson pathway and partner with SMART. SMART provided the property and is doing the ongoing maintenance in perpetuity and the City was very successful in securing funding and doing the environmental and the design work on that segment, which we could use as a model to follow. Director Colin said she cannot speak to the website, but she did confirm with the Department of Public Works, bike communities and bicycle coalition and confirm that is part of our bike pedestrian plan. She asked, with the additional dollars that SMART has can it be included as part of that EIR menu that we are looking at it is a crucial segment, it is not safe for any other than the most advanced cyclist. We have partners and the City of San Rafael has stepped up to the plate and she is posing to the group the strong desire by the coalition's and the City of San Rafael to have the segment included as part of EIR.

Chair Rabbitt asked if staff knew the incremental increase in cost and how that would affect what we have going forward. General Manager Mansourian asked Chief Engineer Gamlen if SMART is doing a EIR's in any of the segments discussed. Mr. Gamlen responded no, SMART is working with the adopted 2006 Environmental Impact Report and any small pieces of environmental cleanup as we referenced before might be picked up as part of this effort. To look at a new segment in a new area would probably require a new environmental evaluation. Director Colin stated that she misspoke, and she meant "CEQA" and to tear off what has already been done it's not to open up

something new. The original one was done 15 years ago and if there is no flexibility and it is set in stone from the beginning, it needs to be stated and the bicycle community needs to be informed.

General Manager Mansourian stated that SMART's Adopted EIR is from Civic Center to Cloverdale and NEPA clearance has also been completed to get federal funds. SMART will not be going back to do an EIR and if that segment is added a new it will require a new EIR. There are safety concerns, and there are two existing paths, so this is building something that two other solutions exist, however it is a Board policy decision. He suggested perhaps a partnership with City of San Rafael, County of Marin and Transportation of Marin can provide funds for a feasibility analysis to look at the pros and the cons of this segment and provide the information to the funding agencies. At that time if the decision is to move forward with the segment, we will figure out how to fund the EIR, however it should start with that feasibility analysis. First, we need partners because sections of the segment are in City of San Rafael, State right-of way and not on SMART's right-of-way and need everybody permission.

A feasibility analysis could cost approximately \$100K and the partners could equally contribute to the cost. We can then bring the results to the Board before an expensive EIR is conducted. Chair Rabbitt stated that it is safe to say that a share of the feasibility study if we were to go in that direction could be included in what we have before us today or certainly what will come before us when we approve the final budget. General Manager Mansourian responded yes.

Director Colin thanked General Manager Mansourian since that is the kind of thinking and conversation, she was hoping to have.

Public Comments:

Warren Wells said that on behalf of his organization and membership, he wants to express his appreciation and gratitude to the SMART staff for recommendation bringing the unbuilt segments of the pathway to shovel ready status by obtaining environmental clearance and completing design. This represents a renewed commitment to completing the pathway, something the MCBC has been calling for long time prior to the start of his tenure. In his comment at the last board meeting and the letter co-signed by MCBC, Sonoma County Bicycle Coalition and Transportation Alternatives asked for \$20M to be spend on the pathway. Well, the proposed funding for shovel ready status is an important commitment to input he urged the Board, to consider a parallel commitment to output, and to set goals for completed segments. The average SMART pathway user cares if their family can walk or ride on the path. He encouraged the Board to set a metric for completed pathway segment. In their letter MCBC recommended that the Board set a goal of opening at least one segment of pathway each year in each county between 2022 and 2026. He conveyed that their Members have been saying that the way SMART can rebuild trust in the bicycle community is by pouring concrete for the pathway. He said good wishes to the General Manager on his retirement.

Patrick Seidler said that he echoed Warren Wells comments regarding SMART's recommendations for completing major parts of the SMART pathway, and he thinks it is a step in the right direction and the differences are nominal, we have come an extremely long ways since Measure I. He is asking to complete the greenway in Marin and Sonoma Counties. He encouraged Chair Rabbitt to continue to pursue the conversation regarding what happened in the 2006 EIR. The EIR is an environmental document, which was done for Measure R at the last ballot box. The controlling document is Measure Q, which clearly describes a bicycle pedestrian pathway alongside the railroad connecting the 14 rail station. The segment in San Rafael and the other two in Sonoma are required by Measure

Q SMART is supposed to get the environmental clearances and build those segments. There is \$3.7M available for environmental clearances and a total of \$9.8M to build three quarters of a mile. He suggested strongly is you put that same three quarters of a mile in a feasibility study, because he thinks that a financially feasible is the way to make that connection and put some funds into building and completing the greenway. They recommend getting pathway in the ground and complete the segments in Sonoma County. He thinks there is a better solution for Novato segments, and he is committed to making sure we get through there, however he thinks there is a better way to allocate funds and be able to through the San Rafael segment, as is required by Measure Q,

Eris Weaver stated that progress is being made and she is happy about that. She asked for clarification regarding the lawsuit and how the Sonoma County pathway segments are affected. She is happy to see the pathway construction schedule with a lot of will, will be completed in the next few years. Being able to point at an even more connected and continuous path built will be very positive to our Members. She said that on slide 5 where it says that there are 10 of the 12 stations have pathway connection, it does not feel like that on the ground. She thanked staff for making the commitment.

Chair Rabbitt thanked the public for their comments. He asked if the 2006 EIR no longer govern the CEQA analysis of any projects since Measure R lost? He believes the two are disconnected in that regard. District Counsel, Tom Lyons, responded that the CEQA analysis is valid. The 2006 CEQA analysis was performed on the segments that were performed, if there are additional segments that weren't part of that initial analysis, then there should be some analysis conducted on those.

General Manager Mansourian stated that there is only one area that the bicycle community and SMART are having discussions, which is the segment that Director Colin mentioned (Puerto Suello Hill to San Pedro Road) and fund a piece of pathway and remove another segment of pathway. The logic is we do not want to a swiss cheese, we want to complete the path from one point to the other. He recommended that he reach out to the City of San Rafael to find out if they are willing to fund a piece of these feasibility study and we need to bring Caltrans along. If there are any county property, then we can get assistance from Director Connolly to determine if it is a feasible project, then we all need to figure out how to do an EIR for that piece of the pathway. SMART is not planning to do any other EIR's and you might not want to consider adding a brand new project in the middle of litigation, because we don't know what that might bring. He reminded the bicycle coalitions and members of the public, that SMART would also like to see pavement on the ground, however it needs to wait until litigation is resolved. They are challenging SMART's authority on any construction and District Counsel reported to your Board while he was at the hospital, which is the only meeting that he has missed in 10 years, what a tremendous risk we are facing if we build at this time.

Director Lucan stated that he is please to make a motion with the General Manager Mansourian's recommendation and appreciated the inquiry from Mayor/Director Colin and the suggestion from the General Manager to conduct a feasibility study. This is a celebration, and he wants to be clear that he understands the goal of getting one project per year, and the goal by putting this plan is to get all these segments completed by the time the revenue metric expires and some is contingent on litigation and grants, however that is the plan we are advancing, and he is making the motion to adopt the plan. Director Garbarino seconds the motion.

Director Fudge expressed her support for the motion for sharing and a feasibility analysis with Marin Agencies. She is pleased and was smiling with comments from the bicycle coalition because SMART

is allocating \$13M toward completion of the Pathway and \$5M for rail project and it shows a huge commitment from SMART. We are proving it now and we've really good communication between the groups and a lot of work was done behind the scenes before the meeting today, she was really pleased to see that it really is well thought out and it does really prove how much more we can do when the next sales tax measure. We need the sales tax measure to pass to complete everything and we are getting there. We have made progress in the last six months as multiple groups are working together and the Board and the staff and the public.

Vice Chair Pahre stated that she wanted to make the motion, however Director Lucan said it first. This is a celebration, and she is hopeful for those who have attended the meeting today in the 450 emails from the bicycle coalition that were received will help us explain and be more transparent. It's clear that we've done some great work and it shows great flexibility. She suggested changing the term "shovel ready" to "grant ready or fund ready". Until the litigation is over, her understanding is that we are doing a lot of behind the scenes work but there really won't be a lot of concrete. She appreciates the willingness of everyone to work together, it has been a long journey trying to figure out how these connecting paths work and she applauds all her colleagues who are deeply involved and the staff for making it work.

Director Colin agrees with Director Fudge comment. This shows SMART Board commitment to the bicycle community, by the way the funds are being designated. She thanked the General Manager for the creative thinking of a feasibility study because that is exactly the next step to determine if it is added to the list or if removed completely.

Director Hillmer suggested since there is a consensus developing, he would like to see using footnote on the tables where there are dates on them, or some other manner written expression of the fact that we're moving forward with the understanding both respect with the Capital Improvement Plan and the policy that this assumes passage of the sales tax renewal. So, there is never a perception that we're playing a game of chicken with our planning and the stakeholders that need to be supportive of it, and in good faith we are documenting these projects that are put forward with the assumption that the sales tax now will pass with strong support and those sorts of qualifications are important as part of the minutes of public record,

Chair Rabbitt stated that he does not think there is a politician or an elected official who does not love paving roads, and that includes paving bicycle paths no one's ever gotten voted out office for paving the road. The problem is always the case balancing the needs and demands with the resources available and much the same here with moving forward with SMART. He is very pleased that SMART is in this position, it is a celebration today these funds available to put into capital projects, which is a rare occasion in a public transit agency in this particular year. In looking forward the definition and layout of the path system was determined with an AdHoc committee, including the then executive directors of both Marin and Sonoma Counties Bicycle coalition's who was Christine Culver. Not all of it was destined to be on eight foot wide asphalt dedicated class one bike paths and that has always been true. We are moving forward filling in segments we're looking for additional dollars to complete projects as we go forward and we're going to still take advantage of the system in front of us which we've been very successful today, including again the celebration of the latest grant for the project in Petaluma.

Lastly the motion in front of us is to approve, as presented with the addition of the funding sharing agreement for a feasibility study with the Marin county entities as named earlier going forward.

MOTION: Director Lucan moved approval of Capital Improvement Projects for Fiscal Year 2022-2029 presented. Director Garbarino second. The motion carried 10-0 (Directors Arnold and Rogers absent).

Chair Rabbitt thanked everyone for a good meeting today lots of information covered. It is a significant day in terms of being able to get through that last item and celebrate and start the acknowledgement and celebration of General Manager Mansourian for leading this organization for the last 10 years and will continue for several more months to come. For the challenge in front of us of transitioning to do leadership and looking forward to working together with everyone to make sure that we can do that, including the SMART Staff and our Community.

Director Hillmer propose an acknowledgement of the General Manager service in addition to any resolution that may come forward from this Board, that we find an appropriate day to proclaim "Farhad Mansourian" day through SMART system and let it let everybody know that they should be grateful for his work and all the sacrifices that he and his family have made for our Community.

10. Next Regular Meeting of the Board of Directors, May 5, 2021 – 1:30 PM
11. Adjournment – Meeting adjourned at 4:33pm

Respectfully submitted,

Leticia Rosas-Mendoza
Clerk of the Board

Approved on: _____



May 5, 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

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Phone: 707-794-3330
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www.sonomamarintrain.org

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

SUBJECT: Monthly Finance Reports

Dear Board Members:

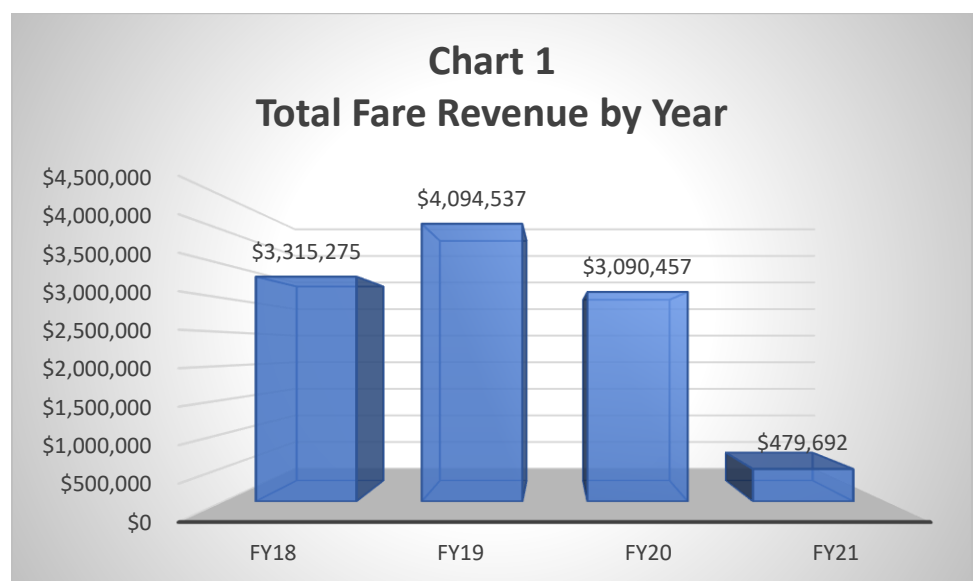
RECOMMENDATION: Information Item

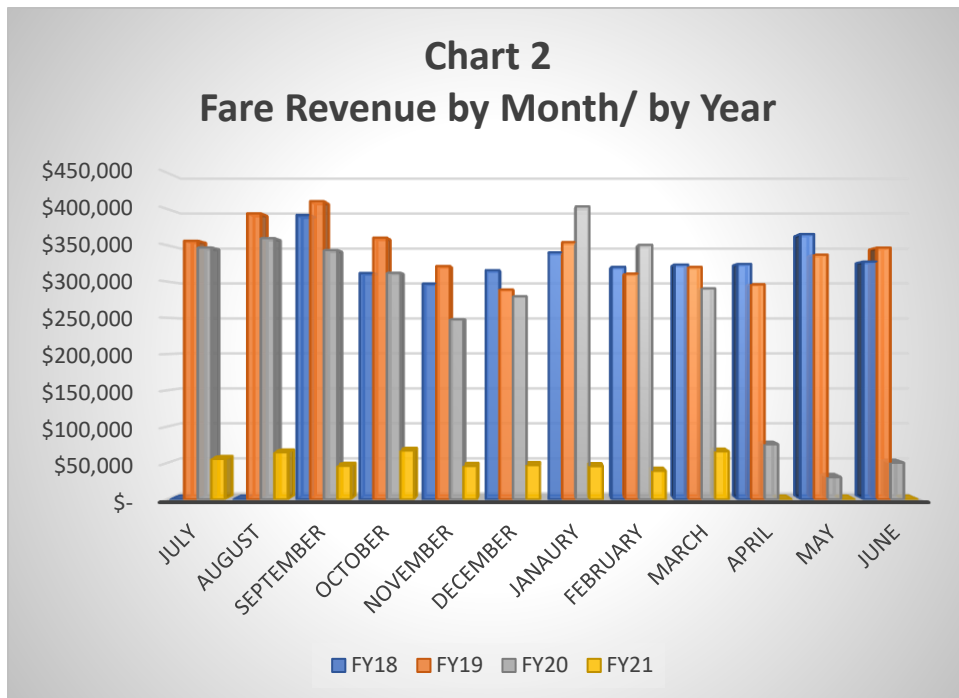
SUMMARY:

We are presenting the monthly reports for activity through the month of March which includes transactions for nine months of Fiscal Year 2020-21.

Fare Revenue

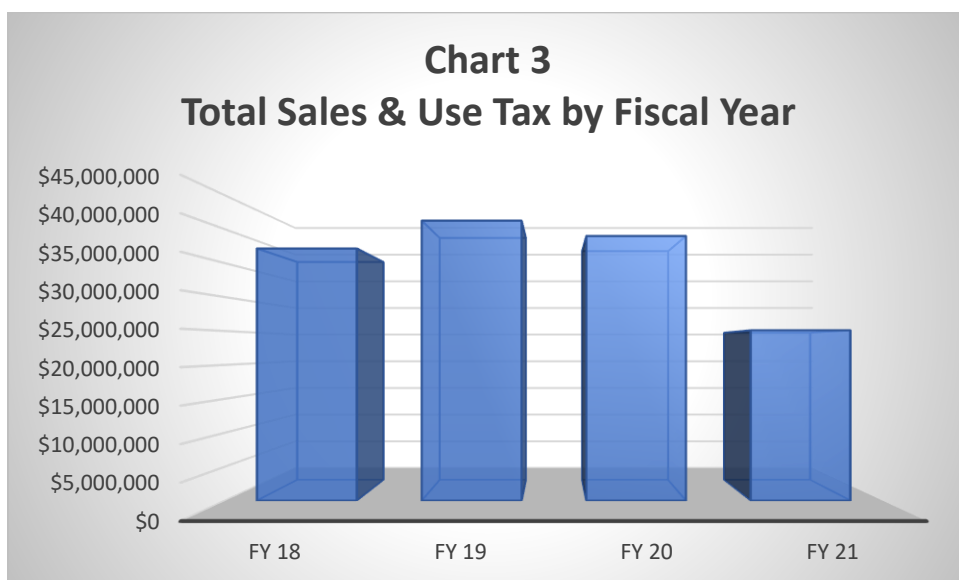
Fare revenue is \$479,692 for the first nine months of FY 2020/21. Chart 1 is fare revenue comparison for FY 2018 – FY 2021 to date. Chart 2 is fare revenue comparison by month and fiscal year. In addition to the fare revenues, SMART has collected \$2,654 in parking fees.

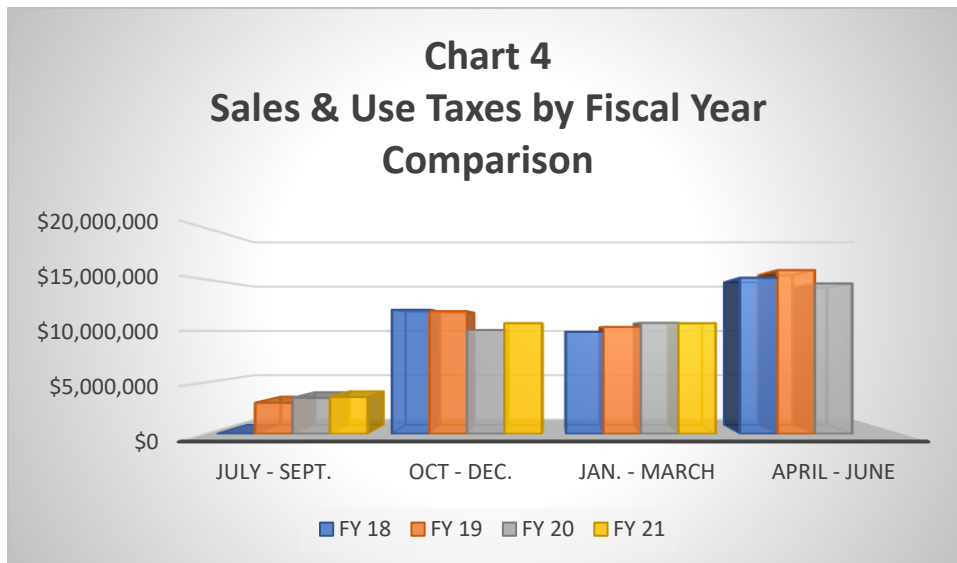




Sales & Use Tax

The amended budget estimated sales and use tax is \$39,133,000. Through March 2021, we have received \$25,098,761. We are on track to meet our estimated sales and use tax for FY 2020/21. See chart 3 for a comparison of sales tax by fiscal year and chart 4 for sales tax by month by fiscal year.





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 have been reflected in this monthly report.

SMART's Investment Report

Each month, we include SMART's investment report. The 1st part of the report shows the amount of funds available to pay our semi-annual bond principal and interest. Funds are set aside each month for this payment.

The amounts listed under SMART Operating Accounts is the amount of "Cash on Hand." This is not synonymous with what is available for projects. A large amount of these funds is committed through the budget process, but have not yet been spent.

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 March 2021

	FY 2020-21		
	Revised Budget	Actual	Remaining Budget
Revenues			
Administration			
Sales/Use Taxes	\$ 20,653,096	\$ 20,144,180	\$ 508,916
Interest Earnings	380,000	243,912	136,088
Rent - Real Estate	313,700	240,152	73,548
Advertising Revenue	45,000	10,032	34,968
Miscellaneous Revenue	4,120,693	4,850,277	
Administration Subtotal	25,512,489	25,488,553	753,520
Operations			
Sales/Use Tax	7,695,003	4,954,581	2,740,422
Fare & Parking Revenue	680,525	482,347	198,178
Federal Funds	9,794,348	7,233,088	2,561,260
State Grants	7,965,096	3,334,053	4,631,043
Other Charges	65,000	62,529	2,471
Operations Subtotal	26,199,972	16,066,598	10,133,374
Capital			
Sales/Use Tax	5,174,052	-	5,174,052
Federal Funds	4,494,025	-	4,494,025
State Grants	12,626,250	111,189	12,515,061
Other Governments/Misc	4,956,500	2,433,895	2,522,605
Measure M	157,348	53,091	104,257
Capital Subtotal	27,408,175	2,598,175	19,635,948
Freight			
State Grants	6,000,000	-	6,000,000
Freight Subtotal	6,000,000	-	6,000,000
Revenue Total	\$ 85,120,636	* \$ 44,153,326	\$ 39,109,868
Expenditures			
Administration			
Salaries & Benefits	\$ 5,041,970	\$ 3,329,246	\$ 1,712,724
Services & Supplies	6,183,260	2,847,887	3,335,373
Debt Service/Other Charges	14,284,259	4,548,229	9,736,030
Machinery & Equipment	3,000	2,416	584
Administration Subtotal	25,512,489	10,727,778	14,784,711
Operations			
Salaries & Benefits	15,510,578	8,743,528	6,767,050
Services & Supplies	8,259,616	3,191,398	5,068,218
Buildings & Capital Improvements	2,429,778	749,858	1,679,920
Operations Subtotal	26,199,972	12,684,784	13,515,188
Capital			
Salaries & Benefits	1,417,761	947,510	470,251
Services & Supplies	852,736	245,369	607,367
Other Charges	3,786,500	3,091,163	695,337
Machinery & Equipment	3,177,138	-	3,177,138
Infrastructure	18,174,041	11,700,125	6,473,916
Capital Subtotal	27,408,176	15,984,167	11,424,009
Freight			
Expenditures	6,000,000	11,012	5,988,988
Freight Subtotal	6,000,000	11,012	5,988,988
Expenditure Total	\$ 81,242,227	** \$ 39,396,728	\$ 41,845,500

Investment Report			
	Amount		
Sonoma County Treasury Pool			
Bond Reserve Fund	\$	9,285	
Interest Fund		728,951	
Principal Fund		4,474,746	
Sonoma County Treasury Pool Subtotal	\$	5,212,982	
SMART Operating Accounts			
Bank of Marin		30,458,498	
Sonoma County Treasury Pool		36,857,898	
SMART Operating Accounts Subtotal	Total	\$	67,316,396
Investment Report Total		\$	72,529,378
Capitol 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	\$ 24,408,475	\$ 40,591,525
Sonoma County Pathway Connector Project			
Revenues	\$ 13,573,526	\$ 222,619	\$ 13,350,907
Expenditures	\$ 13,573,526	\$ 871,011	\$ 12,702,515

* 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 April 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	\$76,260.00
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	\$7,503.00
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	\$16,425.00
Aramark Uniform Services	Employee Uniform Provider and Cleaning Service	\$18,000.00	\$16,226.00
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	\$8,000.00
Bettin Investigations	Background Investigations	\$8,000.00	\$2,894.00
Bright Star Security, Inc.	Security Patrol Services at SMART's Cal Park Tunnel	\$10,440.00	\$6,960.00
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	\$3,036.00
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	\$42,758.00
CMC Traffic Control Specialists	Flagging and Traffic Control Services for SMART's Maintenance of Way Projects	\$10,000.00	\$8,758.00
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	\$930.00
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	\$5,565.00
Emily Betts	Transit Planning & Related Services	\$50,000.00	\$17,940.00
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
Engelke Construction, Inc.	Driveway Approach Construction and Replacement of Concrete Wheel Stops	\$24,193.00	\$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	\$3,625.00
GHD, Inc.	3 Segments MUP Petaluma - Penngrove - Rohnert Park	\$949,101.00	\$720,894.00
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	\$10,831.00
Hanson Bridgett LLP	Legal Services	\$100,000.00	\$43,989.00
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	\$458,410.00
Hogan Lovells LLP	Legal Services - Freight and Passenger Rail Sector	\$25,000.00	\$13,962.00
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

Contractor	Scope	Fiscal Year 20/21 Projected	Fiscal Year 20/21 Actuals-To-Date
Innovative Business Solutions	Payroll Processing Services	\$35,400.00	\$17,835.00
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	\$147,763.00
JMA Civil, Inc.	On-Call Civil & Rail Engineering Design Services	\$96,000.00	\$53,404.00
Leete Generators	Generator Maintenance	\$4,829.00	\$4,829.00
LM Disability Consulting	Disability Access Consulting	\$12,000.00	\$2,556.00
Masabi LLC	SMART Mobile Ticketing Pilot Project	\$570,000.00	\$38,000.00
MaxAccel	Compliance Management Software Design/Implementation/Asset Management	\$15,785.00	\$10,198.00
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	\$51,519.00
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
Nixon Peabody LLP	As-Needed Disclosure and Bond Counsel Services	\$10,500.00	\$0.00
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	\$3,956.00
Oracle	Fusion ERP System	\$47,712.00	\$35,784.00
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	\$5,000.00
PFM Financial Advisors, LLC	Bond Refinancing Financial Advising Services	\$150,000.00	\$150,000.00
PFM Financial Advisors, LLC	As-Needed Financial Consultant Services	\$40,000.00	\$0.00
Pivotal Vision, LLC	Security Software Licensing	\$2,200.00	\$2,200.00
Portola Systems, Inc.	SMART Station Network Configuration Services	\$220,545.00	\$194,281.00
Precision Wireless	Tech Support and Maintenance for Land Mobile Radio	\$30,000.00	\$3,528.00
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.	Inspection and Certification Services for Portable Electric Lifting Jacks	\$2,000.00	\$0.00
Railquip, INC.	Providing Portable Hydraulic Rerailing Equipment, Training, and Related Services	\$147,722.00	\$147,722.00
Santa Rosa Fire Equipment Service, Inc.	SMART Fire Equipment Maintenance	\$5,000.00	\$1,773.00
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	\$48,298.00
Sperry Rail Service	Rail Flaw Detection Services	\$13,500.00	\$0.00
SPTJ Consulting	Network Infrastructure, Security, Migration and Setup Services	\$340,470.00	\$82,885.00
Stacy and Witbeck, Inc.	Design/Build Construction of Civil, Track & Structures of Windsor Extension	\$11,389,651.00	\$10,435,182.00
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	\$11,056.00

Contractor	Scope	Fiscal Year 20/21 Projected	Fiscal Year 20/21 Actuals-To-Date
Survival CPR & First Aid, LLC	First Aid and CPR Training, AED Compliance Program	\$10,000.00	\$8,427.00
Swiftly, Inc.	AVL Mobile Application and Website Interface	\$8,400.00	\$8,400.00
Testing Engineers, Inc.	Material Failure Analysis on cracked flywheel from DMU	\$4,500.00	\$4,500.00
Trailant, LLC	Online Training Program	\$1,060.00	\$1,060.00
Transportation Analytics	Transit Financial Modeling, Benchmarking, Performance Metrics, Benefit-Cost Analysis, and Strategic	\$25,000.00	\$17,370.00
Trillium Solutions, Inc.	Transit Feed Mapping Software	\$1,000.00	\$1,000.00
United Mechanical Incorporated	HVAC Maintenance Services at SMART Facilities	\$8,709.00	\$6,487.00
United Mechanical Incorporated	Repair Air Dryer located at ROC	\$3,317.00	\$3,317.00
United Mechanical Incorporated	HVAC Service, Maintenance and Related Services	\$10,513.00	\$3,545.00
Van Scoyoc Associates	Federal Lobbying Services	\$60,000.00	\$35,000.00
VenTek Transit Inc.	Fare Vending Machine Operations and Maintenance Services	\$210,414.00	\$116,178.00
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	\$146,451.00
Ziebarth and Associates, Inc.	Freight Service Consulting Services	\$20,000.00	\$6,469.00
	TOTALS:	\$26,195,869.00	\$17,943,599.00

Actuals-To-Date includes invoices that have been approved as of March 31, 2021, but may not have been processed in SMART's Financial System.



David Rabbitt, Chair
Sonoma County Board of Supervisors

May 5, 2021

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

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

SUBJECT: Resolution Authorizing the Filing of a Grant Application for Federal Funds through Metropolitan Transportation Commission Regional Quick Strike Program to Construct the SMART Pathway - Payran to Lakeville Segment in Petaluma

Dear Board Members:

RECOMMENDATIONS:

Approve Resolution Number 2021-07 authorizing the filing of an application for \$806,000 in Federal funds through the Metropolitan Transportation Commission's Regional Safe and Seamless Mobility Quick Strike Program and providing up to \$300,000 in SMART Local funds to construct the SMART Pathway (Payran to Lakeville) segment in Petaluma.

SUMMARY:

The Metropolitan Transportation Commission (MTC) issued a Call for Project Nominations for the Safe and Seamless Mobility Quick Strike Program on February 5, 2021. The process established by MTC requested the County Transportation Agency's (CTA) establish their nomination priorities. SMART's CTA's, the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM), conducted their nomination processes, including Board adoption of priorities in March and April 2021.

SMART submitted one request to each county, a \$2.16 million request to construct the SMART Pathway McInnis to Smith Ranch Road segment, a San Francisco Bay Trail Gap Closure project in partnership with the City of San Rafael, in Marin County, and a \$806,000 request to construct the SMART Pathway Payran to Southpoint segment, a partnership with the City of Petaluma, in Sonoma County.

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.sonomamarintrain.org

Projects were evaluated for alignment with relationship to Regional Priority Development Areas, Alignment with Connected Mobility Framework Values and Goals, demonstrated partnerships, addressing gaps in transit connectivity and ability to deliver the project quickly while meeting all regional and federal funding requirements.

Included regional requirements are the following:

- Implementing agency resolution of local support,
- Local jurisdiction Housing Element certified by California Department of Housing and Community Development (HCD) for the jurisdiction in which the project is located,
- A local jurisdiction Housing Element annual progress report filed with HCD for 2020, and
- Adoption of a resolution by the local jurisdiction, if required of transit agency projects, demonstrating compliance with MTC requirement to comply with the State's Surplus Land Act.

MTC staff have recommended the SMART Pathway Payran to Southpoint Project be funded for \$806,000. The resolution of local support under consideration today identifies up to \$300,000 in local funds to support this Quick Strike recommendation to ensure sufficient revenues to complete the project.

MTC requires SMART staff to submit a Transportation Improvement Program (TIP) amendment by the first week in May for these grant funds and the adoption of a resolution of local support authorizing this submittal and any local funds reserved for the project.

SMART anticipates transferring these funds to the Federal Transit Administration for grant management, satisfying regional fund obligation deadline requirement of September 30, 2022.

FISCAL IMPACT: If approved today, SMART will assume these fund sources within the FY2021/22 budget for this capital project.

Very truly yours,

/s/

Joanne Parker
Programming and Grants Manager

Attachments: 1) Resolution Number 2021-07
2) MTC Safe and Seamless Mobility Quick Strike Program Recommendation

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, APPROVING AN APPLICATION FOR FEDERAL FUNDS TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE SMART PROJECT – SMART PATHWAY (PAYRAN TO LAKEVILLE)

WHEREAS, the Sonoma-Marín Area Rail Transit (SMART) District (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$806,000 in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the SMART Project – SMART Pathway Payran to Lakeville (herein referred to as PROJECT) for the Safe and Seamless Mobility Quick Strike Grant Program (herein referred to as PROGRAM); and

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. 133); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to FAST, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds of at least 11.47%; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of SMART hereby finds, determines, declares and orders that SMART is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under FAST for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide required local matching funds either through the use of Toll Credits or up to \$200,000 in non-federal funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 5th day of May 2021, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

David Rabbitt, Chair, Board of Directors
Sonoma-Marín Area Rail Transit District

ATTEST:

Leticia Rosas-Mendoza, Clerk of Board of Directors
Sonoma-Marín Area Rail Transit District

Bay Area Partnership Board

April 23, 2021

Agenda Item 4a

Safe and Seamless Mobility Quick-Strike Program

Subject: Discussion of staff recommendations for the Safe and Seamless Mobility Quick-Strike program within the One Bay Area Grant (OBAG 2) program framework.

Background: On February 5, 2021, MTC staff released a call for project nominations for the Safe and Seamless Mobility Quick-Strike program. The materials distributed through the call for project nominations is provided as **Attachment A**.

This memo provides an overview of the project evaluation and prioritization process, and the staff recommended program of projects. Staff seeks feedback from the Board on this recommendation. Final recommendations will be presented for consideration and approval at the Programming and Allocations Committee meeting, June 9, 2021.

Project Prioritization Process

To encourage community-based project investments and address local needs throughout the region, County Transportation Agencies (CTA's) were invited to nominate projects for their county area. Funding targets were provided to guide the CTA's in developing nominations; however, final funding levels for each county are not guaranteed to correspond exactly to the initial targets. The final program of projects is based on the evaluation of individual projects and reflect regional priorities.

On March 30, 2021, MTC received 71 project nominations from CTA's for a total grant request of more than \$108 million. MTC staff evaluated projects against the six evaluation criteria established in the program guidelines:

- Alignment with the Connected Mobility Framework Values and Goals.
- Relationship to priority planning areas including, but not limited to, Priority Development Areas (PDAs) and Communities of Concern (CoCs).
- Inclusion of community engagement.
- Addressing a gap in transit connectivity.
- Demonstration of partnership among multiple partners.
- Ability to deliver the project quickly while meeting all federal funding requirements.

Each project was evaluated and scored individually by an MTC staff evaluation team. Following the initial evaluation, the committee took into consideration any tiering or prioritization communicated by a CTA. The full list of projects nominated by CTAs, including project scoring, is provided as **Attachment B**.

Recommendation

With the \$49.4 million currently available within the Quick-Strike framework, staff recommends funding 40 projects across the region (including 2 projects with partial funding recommendations). The list of projects recommended for funding is included as **Attachment C**.

	Initial Nomination Targets		Staff Recommendation	
	%	\$	%	\$
Alameda	19.9%	\$9.8	19.4%	\$9.6
Contra Costa	14.6%	\$7.2	15.2%	\$7.5
Marin	2.8%	\$1.4	2.4%	\$1.2
Napa	2.1%	\$1.0	2.4%	\$1.2
San Francisco	12.5%	\$6.2	13.8%	\$6.8
San Mateo	8.4%	\$4.1	8.2%	\$4.1
Santa Clara	27.0%	\$13.3	26.1%	\$12.9
Solano	5.5%	\$2.7	6.1%	\$3.0
Sonoma	7.2%	\$3.6	6.3%	\$3.1
Total	100%	\$49.4	100%	\$49.4

Notes: Amounts shown in millions. Totals may not add due to rounding. Total does not include \$5 million set aside for BRTRTF early implementation.

Potential Program Augmentation

At their May meeting, the Commission will consider the distribution of \$34 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds.¹ Staff recommends augmenting the Quick-Strike program with these funds as follows:

- Half of the funds (\$17.2 million) directed to fund additional projects nominated by CTAs; and
- The remaining half of augmented funds (\$17.2 million) directed to safe and seamless mobility projects of regional significance – including projects that were co-nominated by CTAs and MTC as part of the call for project nominations process. Capacity created by shifting CTA and MTC co-nominated projects to this category will be made available for additional CTA nominated projects.


Pending Commission approval of the program augmentation described above, staff will revise its recommended program of projects.

Staff anticipates presenting the recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Issues: None.

Recommendation: Information.

Attachments: Attachment A: Call for Project Nominations
Attachment B: Recommended Program of Projects
Attachment C: List of All Project Nominations Received


Therese W. McMillan

¹ An additional \$31 million in CRRSAA highway infrastructure program funds will be distributed by the CTC through the regional portion of the STIP.



February 5, 2021

Scott Haggerty, Chair
Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

James P. Sperring
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

TO: CTA Executive Directors

RE: Safe and Seamless Mobility Quick-Strike Program – Call for Nominations

Dear CTA Executive Directors:

On January 27, 2021, the Metropolitan Transportation Commission (MTC) approved MTC Resolution No. 4202, Revised, which included the policy framework for the Safe and Seamless Mobility Quick-Strike program. The detailed program guidelines, located in Appendix A-11 to the One Bay Area Grant (OBAG 2) program resolution, are provided as an attachment (**Attachment 1**). OBAG 2 policies, procedures, and requirements apply to the Safe & Seamless program unless specified otherwise in Appendix A-11.

The purpose of this letter is to release the call for project nomination letters for the Safe & Seamless grant program and provide additional guidance on the solicitation process. Project nomination letters for projects submitted as part of county targets are to be submitted by the Bay Area County Transportation Agencies (CTAs). Project sponsors and interested stakeholders are encouraged to work with the applicable CTA (or multiple CTAs for multi-county projects) for submittal of project nominations. This call does not include the projects to be identified by the Blue Ribbon Transit Recovery Task Force, which will follow a different process.

Project Nominations

CTAs are invited to submit project nomination letters to MTC for projects located within their counties, as well as multi-county and regional projects for the respective county target. Letters should describe the CTA's process to identify and prioritize projects for this competitive grant opportunity. CTAs should also list, in narrative form or in a table, the projects being nominated, along with brief project descriptions and the amount of funds requested for each project.

Attached to the project nomination letters, CTAs must also provide completed project information forms for each project (**Attachment 2**).

In addition to these materials required to be submitted directly by the CTAs, project sponsors must submit a Complete Streets checklist for each nominated project into MTC's Complete Streets Database: <https://completestreets.mtc.ca.gov/>.

Nomination letters, project information forms, and Complete Streets checklists must be submitted no later than Tuesday, March 30, 2021. Nomination letters and project information forms should be sent to Mallory Atkinson at matkinson@bayareametro.gov. Complete Streets checklists should be uploaded directly into the online database, linked above.

Project Evaluation & Final Project Applications

In April, MTC staff will evaluate project nominations using the established program criteria, funding eligibility, and focus areas. Staff will consider each CTA's nominations independently as well as in relation to other county submissions and regional priorities to develop its initial funding proposal. Staff will share its initial funding proposal with the Bay Area Partnership Board for discussion and feedback.

CTAs and project sponsors will be notified of MTC staff's funding recommendation by May 3, 2021. Project sponsors recommended for funding must submit the final application materials to MTC by May 21, 2021.

Final application materials include:

- ❖ Project submission in MTC's Financial Management System (FMS) <https://fms.mtc.ca.gov/fms/home.ds>, which will include detailed information on project scope, funding, and performance metrics.
- ❖ Written response to any remaining project-specific questions from MTC's evaluation team.
- ❖ Project map with sufficient detail to clearly identify the location and extent of the project.
- ❖ A signed Local Agency Compliance Checklist (**Attachment 3**). CTAs and local agencies should review this checklist carefully. Although these requirements were included in the OBAG 2 County Program, additional actions will be required for sponsors to satisfy the requirements for the Safe & Seamless grant program. These requirements include a review of the project's Complete Streets checklist by the appropriate Bicycle and Pedestrian Advisory Council, submission of the Housing Element annual progress report for 2020, and adoption of a Resolution of Local Support for the project. In addition, sponsors that have not yet adopted a resolution affirming compliance with California's Surplus Lands Act must now do so. This final requirement will primarily affect charter cities, which were not required to adopt such a resolution at the time of the OBAG 2 County Program adoption.

Please note that project sponsors have only *two weeks* to submit the final required materials to MTC. To meet this aggressive timeline, project sponsors are encouraged to submit their project into FMS in advance of being notified of MTC staff's funding recommendation. Additionally, sponsors should seek early Council or Board approvals of the resolutions required in the Local Agency Compliance Checklist.

The responses to project-specific questions, project maps, and the completed Local Agency Compliance Checklist must be submitted no later than Friday, May 21, 2021. Project data should be uploaded directly into FMS, linked above. Responses to project questions, project maps, and checklists should be sent to Mallory Atkinson at matkinson@bayareametro.gov.

Program Approval

Staff anticipates presenting its recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Sincerely,



Theresa Romell
Funding Policy and Programs

Attachments

Attachment 1: Safe & Seamless Mobility Quick-Strike Program – MTC Resolution No. 4202,
Revised, Appendix A-11

Attachment 2: Project Information Form

Attachment 3: Local Agency Compliance Checklist

TR:MA

<J:\PROJECT\Funding\T5-FAST\STP-CMAQ\FHIP - STP-Bump\Safe & Seamless Quick-Strike>

Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic

- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities.

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table at right). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to coordinate on co-nominations for regional projects.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

County Nomination Targets (\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).
- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are

requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.

- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.
 - Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.

- Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
- Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
- CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.

Basic Project Information		
Project Name:	<i>Project name</i>	
Project Sponsor:	<i>Project sponsor</i>	
Sponsor Contact Information:	<i>Contact name</i>	
	<i>Contact phone</i>	
	<i>Contact email</i>	
Project Location:	<i>Project location</i>	
Brief Project Description: Please limit to 100 word maximum	<i>Project description</i>	
Program Focus Areas & Evaluation Criteria		
Program Focus Areas:	Identify the type of project to be completed. Select all that apply: <ul style="list-style-type: none"> <input type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor 	<ul style="list-style-type: none"> <input type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply: <ul style="list-style-type: none"> <input type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i>	
Connected Mobility Framework: Please limit to 200 word maximum	Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework: <i>Project alignment with Connected Mobility Framework</i>	
Community Engagement & Planning Processes:	Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g.	

<p>Please limit to 200 word maximum</p>	<p>community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p><i>Community engagement & planning processes</i></p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p><i>Coordination and outreach with transit operators</i></p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p><i>Transit connectivity</i></p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p><i>Project partnerships</i></p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p><i>Project readiness, right-of-way, environment</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p><i>Caltrans approvals status and timeline; level of support</i></p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline.</p> <p><i>Project timeline, status, and obligation deadline</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p><i>Project risks and mitigation strategies</i></p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies, and describe CTA's role in delivery and monitoring.</p> <p><i>Project sponsor ability to meet delivery and monitoring requirements</i></p>

Fund exchange:	<input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. <i>Fund exchange description</i>
Grant minimum:	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. <i>Exception request to minimum grant size</i>
Supplanting of existing funds:	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. <i>Exception request to fund supplanting requirement</i>
Toll credit request:	<input type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase
		Safe & Seamless (Grant Request)	Other Funds		% Complete
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete
Design Engineering (PS&E)	\$	\$	\$	Fund source; notes	% complete
Right-of-way	\$	\$	\$	Fund source; notes	% complete
Construction	\$	\$	\$	Fund source; notes	% complete
Total	\$	\$	\$		

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	%
Bicycle/Pedestrian	%
Other	%
Total	100%

Local Compliance Checklist	
Jurisdiction:	<i>Local jurisdiction</i>
MTC's Complete Streets Policy:	<input type="checkbox"/> Jurisdiction complies with MTC's Complete Street Policy, either by: <ol style="list-style-type: none"> 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008. <input type="checkbox"/> Complete Streets checklist for project was reviewed by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to May 21, 2021. Provide the date of BPAC review, describe any comments that were received, and the jurisdiction's response to feedback. <i>Date of BPAC review & discussion of BPAC comments</i>
Resolution of Local Support:	<input type="checkbox"/> Jurisdiction has adopted a Resolution of Local Support by May 21, 2021.
Housing Element:	<input type="checkbox"/> Jurisdiction's Housing Element has been certified by California Department of Housing and Community Development (HCD). Note: all Bay Area jurisdictions satisfied this requirement prior to the One Bay Area Grant (OBAG 2) County Program adoption. <input type="checkbox"/> Jurisdiction's Housing Element annual progress report for calendar year 2020 has been submitted to HCD.
Surplus Lands Act:	<input type="checkbox"/> Jurisdiction has met MTC's Surplus Land Requirements prior to May 21, 2021, through the adoption of a resolution demonstrating compliance with the State's Surplus Land Act. <u>Note for Charter Cities:</u> At the time of the adoption of the OBAG 2 County Program, this requirement applied only to general law cities and counties. However, as a final court decision has now been rendered confirming that the Act does apply to charter cities, funding eligibility through the Safe & Seamless Mobility Quick-Strike program is contingent upon the adoption, by <i>all</i> cities and counties, of a resolution affirming the jurisdiction's compliance with the Surplus Lands Act.

This checklist was approved for submission by:

Signature

Date

Signature

Date

Name (print)

City Manager/Administrator or designee

Safe & Seamless Mobility Quick-Strike Grant Program

List of Project Nominations (Sorted by County, Sponsor, Project)

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000
Alameda	MTC / ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs	\$160,000
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension	\$2,000,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000
Napa	MTC	Napa Forward SR 29 Safety and Operational Improvements	\$11,000,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program	\$2,100,000
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000

County	Sponsor	Project Title	Funds Requested
San Mateo	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility projects	\$200,000
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	\$223,591
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements*	\$610,007
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project	\$1,250,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000

Total Funding Request:	\$108,649,150
Applications Received:	71

Safe & Seamless Mobility Quick-Strike Grant Program

Initial Staff Recommendation (Sorted by County, Sponsor, Project)

Recommendations are pending further review. Final recommended program of projects and specific grant amounts subject to change.

Color Key:

Initial Staff Recommended Program of Projects

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested	Cumulative Funding Recommendation
Alameda County			<i>Initial Fund Target:</i>	\$9.8M
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000	\$1,254,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000	\$2,754,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000	
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000	
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000	\$4,169,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000	\$5,440,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000	\$7,440,000
Alameda	MTC/ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000	
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000	\$8,440,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000	\$9,440,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs*	\$160,000	\$9,600,000
Contra Costa County			<i>Initial Fund Target:</i>	\$7.2M
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension**	\$2,000,000	\$3,510,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000	\$5,674,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000	
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000	\$7,499,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000	
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000	
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000	
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000	
Marin County			<i>Initial Fund Target:</i>	\$1.4M
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000	
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000	
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000	
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026	
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000	
Napa County			<i>Initial Fund Target:</i>	\$1.0M
Napa	MTC	Napa Forward SR 29 Safety and Operational Imps. (\$1.1M partial funding)***	\$11,000,000	\$1,100,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000	\$1,200,000
San Francisco County			<i>Initial Fund Target:</i>	\$6.2M
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302	
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000	\$5,200,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program (\$1.8M partial funding)***	\$2,100,000	\$7,002,710
San Mateo County			<i>Initial Fund Target:</i>	\$4.1M
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000	
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000	
San Mateo	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000	
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility projects	\$200,000	\$200,000

County	Sponsor	Project Title	Funds Requested	Cumulative Funding Recommendation
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000	
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	\$223,591	
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250	
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000	\$955,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000	
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000	\$1,340,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements****	\$610,007	
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562	
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412	
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000	\$1,820,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000	\$3,460,000
Santa Clara County			<i>Initial Fund Target:</i>	\$13.3M
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000	
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400	
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000	\$4,697,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000	\$6,022,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000	\$6,727,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000	\$10,752,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000	
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000	
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000	
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060	\$12,692,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000	\$12,892,060
Solano County			<i>Initial Fund Target:</i>	\$2.7M
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000	
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000	\$1,200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000	\$3,000,000
Sonoma County			<i>Initial Fund Target:</i>	\$3.6M
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project (\$0.9M partial funding)***	\$1,250,000	\$900,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000	\$1,150,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000	\$1,672,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230	\$2,540,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000	\$2,740,230
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310	
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000	\$3,546,230

Total Funding Request: **\$108,649,150**

Cumulative Funding Recommendation: **\$49,400,000**

*Recommendation contingent upon identification of an eligible project sponsor.

**Recommendation pending further review.

***Project recommended to receive partial funding.

****Project recommended to receive Regional ATP funds, pending Commission approval.



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

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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
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www.sonomamarintrain.org

May 5, 2021

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

SUBJECT: Resolution Authorizing the Filing of a Grant Application for Federal Funds through Metropolitan Transportation Commission Regional Quick Strike Program to Construct the SMART Pathway – McInnis Parkway to Smith Ranch Road Segment in San Rafael

Dear Board Members:

RECOMMENDATIONS:

Approve Resolution Number 2021-08 authorizing the filing of an application for \$1,858,026 in Federal funds through the Metropolitan Transportation Commission's Regional Safe and Seamless Mobility Quick Strike Program and providing up to \$535,140 in SMART Local funds to construct the SMART Pathway (McInnis to Smith Ranch) segment in San Rafael.

SUMMARY:

The Metropolitan Transportation Commission (MTC) issued a Call for Project Nominations for the Safe and Seamless Mobility Quick Strike Program on February 5, 2021. The process established by MTC requested the County Transportation Agency's (CTA) establish their nomination priorities. SMART's CTA's, the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM), conducted their nomination processes, including Board adoption of priorities in March and April 2021.

SMART submitted one request to each county, a \$2.16 million request to construct the SMART Pathway McInnis to Smith Ranch Road segment, a San Francisco Bay Trail Gap Closure project in partnership with the City of San Rafael, in Marin County, and a \$806,000 request to construct the SMART Pathway Payran to Southpoint segment, a partnership with the City of Petaluma, in Sonoma County.

Projects were evaluated for alignment with relationship to Regional Priority Development Areas, Alignment with Connected Mobility Framework Values and Goals, demonstrated partnerships, addressing gaps in transit connectivity and ability to deliver the project quickly while meeting all regional and federal funding requirements.

Included regional requirements are the following:

- Implementing agency resolution of local support,
- Local jurisdiction Housing Element certified by California Department of Housing and Community Development (HCD) for the jurisdiction in which the project is located,
- A local jurisdiction Housing Element annual progress report filed with HCD for 2020, and
- Adoption of a resolution by the local jurisdiction, if required of transit agency projects, demonstrating compliance with MTC requirement to comply with the State's Surplus Land Act.

MTC staff have recommended the SMART Pathway Payran to Southpoint Project be funded for \$806,000 and have not recommended funding the McInnis to Smith Ranch project at this time. They have asked the respective County Transportation Agencies to revisit their unfunded applications and make any revisions as needed for those unfunded projects to be reconsidered for a \$34 million in Regional Quick Strike Augmentation funding.

TAM staff have since asked SMART staff to resubmit the McInnis to Smith Ranch Road SMART Pathway application with a modified funding proposal that takes into account Your Board's Capital Plan discussion in April 2021. To formalize the Capital Plan recommendation for resubmittal to TAM and to indicate local support for the project prioritization within the Quick Strike Augmentation decision making process, the attached resolution of local support under consideration today identifies up to \$535,140 in SMART local funds to complete project permitting as well as to match federal funds proposed for construction.

SMART anticipates transferring these requested federal funds to the Federal Transit Administration for grant management, satisfying regional fund obligation deadline requirement of September 30, 2022.

FISCAL IMPACT: If approved today, SMART will assume these fund sources within the FY2021/22 budget for this capital project.

Very truly yours,

/s/

Joanne Parker
Programming and Grants Manager

Attachments: Resolution Number 2021-08

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, APPROVING AN APPLICATION FOR FEDERAL FUNDS TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE SMART PROJECT – SMART PATHWAY (MCINNIS PARKWAY TO SMITH RANCH ROAD)

WHEREAS, the Sonoma-Marín Area Rail Transit (SMART) District (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,858,026 in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the SMART Project – SMART Pathway McInnis to Smith Ranch Road Project (herein referred to as PROJECT) for the Safe and Seamless Mobility Quick Strike Grant Program (herein referred to as PROGRAM); and

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. 133); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to FAST, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds of at least 11.47%; and

2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of SMART hereby finds, determines, declares and orders that SMART is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under FAST for continued funding; and be it further;

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide required local matching funds either through the use of Toll Credits or up to \$535,140 in non-federal funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount approved by MTC and programmed in the federal TIP; and

5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 5th day of May 2021, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

David Rabbitt, Chair, Board of Directors
Sonoma-Marín Area Rail Transit District

ATTEST:

Leticia Rosas-Mendoza, Clerk of Board of Directors
Sonoma-Marín Area Rail Transit District