

## Board of Directors Meeting: September 20, 2023 – Public Comments

Date	Name	2. Approval of August 16, 2023 Board Meeting Minutes
		None
Date	Name	5. Public Comment on Non-Agenda Items
9/20/2023	Carolyn Jorgensen	Attached
Date	Name	6. Consent
		<ul style="list-style-type: none"> <li>a. Accept Monthly Ridership Report- August 2023</li> <li>b. Approval of Monthly Financial Status Report- June 2023</li> <li>c. Approve a Resolution to Revise and Adopt Policy HRM-007, Drug and Alcohol Free Workplace Policy, effective September 20, 2023</li> <li>d. Approve a Resolution Authorizing the General Manager to Enter into Agreements with California Department of Transportation for SMART’s Quality of Life and Economic Impact Assessment</li> </ul>
		None
Date	Name	7. Approve October Service Changes; Adding one weekend round trip and suspension of the Starlighter Service to maintain Ferry Connections – Presented by Emily Betts
		None
Date	Name	8. Authorize the General Manager to Execute a Funding Agreement with the Town of Windsor for a Pedestrian Undercrossing in the Windsor Extension Project – Presented by Bill Gamlen
		None
Date	Name	9. Accept the Fiscal Year 2023 Year End Investment Report - Presented by Chief Financial Officer McKillop
		None
Date	Name	10. Authorize the General Manager to Issue a Right-of-Entry, License and Maintenance Agreement with Golden Gate Museum – Presented by General Manager Cumins
		None
Date	Name	11. Review Scope of Work for Sales Tax Extension Consultant - Presented by General Manager Cumins
		None
Date	Name	12. Response to Marin County Grand Jury Report, entitled “SMART at a Crossroads- Here Today, Gone Tomorrow?” – Recommendation No. 1 – Presented by Chief Financial Officer McKillop
9/19/2023	Mike Arnold	Attached

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Citizen Presentation to SMART Board of Directors Meeting

By Carolyn Jorgensen, MBA

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        a. **Signage - Recently completed .3-mile segment Petaluma Lakeville St to Payran St MUP**..... 1

    B. Santa Rosa Downtown – pedestrian and bike safety – Wilson St ..... 3

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Objective: To address pathway issues that impact ridership of the SMART train for diverse people locally and from beyond

I am a frequent passenger (few times a week) and cyclist.

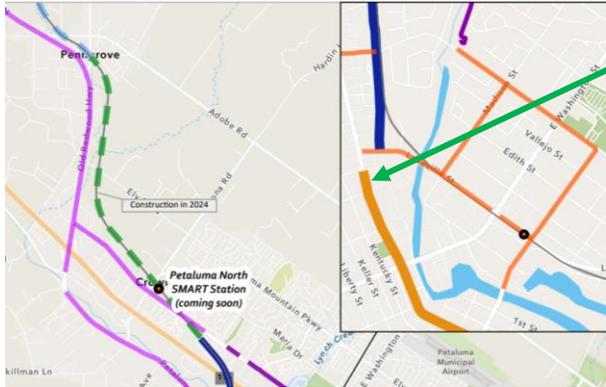
Many of these issues have been reported to SMART staff in an ad hoc method via email. It would be the goal of submitting this information to put the issues on record to receive a timeline by SMART for their consideration and when applicable, correction and update.

- A. SMART Station signage to/from station and pathway
  - a. **Signage - Recently completed .3-mile segment Petaluma Lakeville St to Payran St MUP**
    - 1) On street location
    - 2) SMART Pathways website

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- a. Cross street not on SMART pathway map – insert map needs GOLD line marked as Petaluma Blvd South

### Penngrove to Petaluma



- b. Location difficult to find – no sidewalk access from Petaluma Station
- c. No distance markers from beginning to end
- d. Path end point has no street sign (wonder where I am?)



Lakeville St to Payran St SMART MUP start location (near Petaluma S at Lakeville St)



b SMART MUP start of path



a SMART MUP west of US 101



c SMART MUP end of path - no street sign near N McDowell Blvd and South Point – no signage that shows SMART MUP entry point to station

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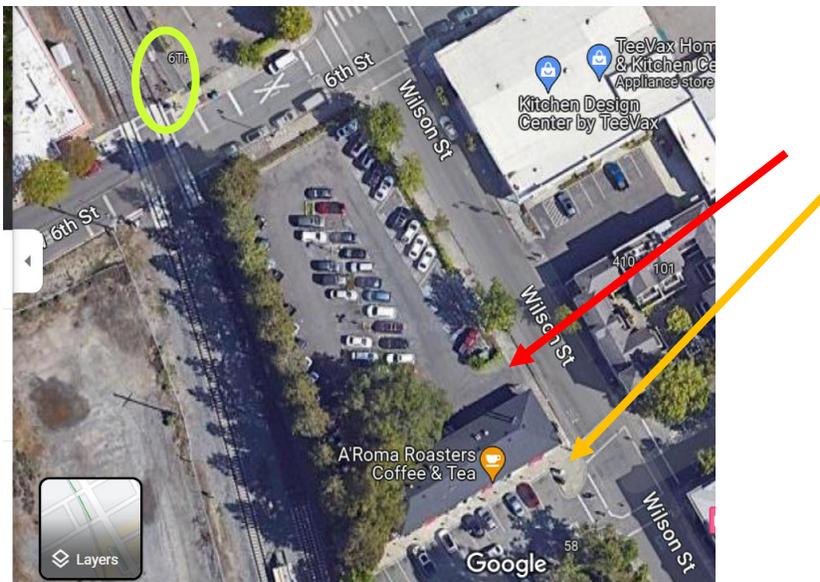
### B. Santa Rosa Downtown – pedestrian and bike safety – Wilson St

Many people ride their bicycles to this station from Santa Rosa (use MUP or 4<sup>th</sup> Street) and Sebastopol (use Prince Greenway Trail from Pierce and 6<sup>th</sup> Street). The riders and pedestrians coming from the MUP or 6<sup>th</sup> Street, must turn right on Wilson Street to arrive at the station platform.

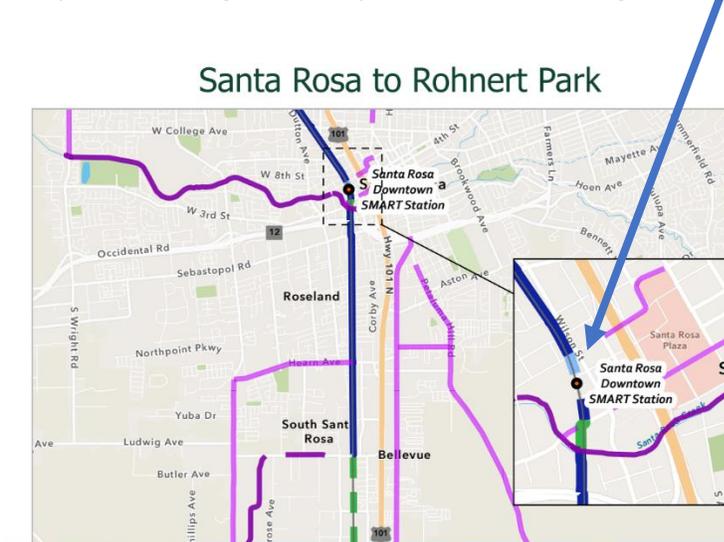
Recently a friend and I were riding slowly on Wilson Street sidewalk and a car almost hit us exiting the Hotel La Rose parking lot. Aromas' staff shared it is a dangerous exit and that mirrors should be added.

***I request that SMART look into this issue.***

1. Green oval is end of SMART MUP on 6<sup>th</sup> Street where bicyclists and pedestrians exit
2. Red arrow is entrance/exit of parking lot owned and used by Hotel La Rose
3. Orange arrow is entrance to SR Downtown Station platform



This path is in design, but not yet funded. See the light blue line below.



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### C. SMART Pathway Website

Many people use the SMART Pathway website to find pathways for biking and walking to/from the stations. **There are no pathway maps on the trains or at the stations.** Below is the current website content:

[https://www.sonomamarintrain.org/smart\\_pathway](https://www.sonomamarintrain.org/smart_pathway)

## The SMART Pathway

The Sonoma-Marín Area Rail Transit (SMART) District along with partner agencies have constructed over 28 miles of pathway, of which approximately 21 miles are Class I SMART Pathway within and along the railroad right-of-way.

Currently, 9.5 miles of pathway are slated for construction in 2023/2024. SMART is advancing another 31 miles of planned pathway through design, of which 3.5 miles are already fully funded for construction.

For more on the status of the pathway, please see the June 2023 Pathway Update presented to the SMART Board of Directors [here](#).

1. This link on [here](#) is to the entire Board Packet page which is 147-pages and only reference is pages 144-147 in the report.

[https://sonomamarintrain.org/sites/default/files/Documents/SMART%20Board%20of%20Directors%20Packet\\_06.21.2023.pdf](https://sonomamarintrain.org/sites/default/files/Documents/SMART%20Board%20of%20Directors%20Packet_06.21.2023.pdf)

2. Which pathways are funded? To be transparent, it would be best for the [here](#) link to reference the Board Pathway document Agenda Item #8:

[https://www.sonomamarintrain.org/sites/default/files/Documents/Agenda%20Item%20%238%20-%20Pathway%20Update\\_06.21.2023.pdf](https://www.sonomamarintrain.org/sites/default/files/Documents/Agenda%20Item%20%238%20-%20Pathway%20Update_06.21.2023.pdf)



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3. Inside the document, consider the following easy to read table format:

**2023/2024 Pathway Construction:**

Name/Location	City	Begin Date/Completion	Distance
Lakeville St. to Payran St.	Petaluma	Spring 2023	.3 miles
McInnis Pkwy to Smith Ranch Road	San Rafael	Sept 2023	.9 miles
Southpoint Blvd. to Main St.	Petaluma to Penngrove	2024	2.9 miles
Golf Course Dr. to Bellevue Ave	Rohnert Park to Santa Rosa	2024	2.7 miles
Windsor Extension	Windsor north	Spring 2024	2.7 miles
<b>Total</b>			<b>6.9 miles</b>

Source: Jun 21, 2023 Board Agenda Item #8

[https://www.sonomamarintrain.org/sites/default/files/Documents/Agenda%20Item%20%238%20-%20Pathway%20Update\\_06.21.2023.pdf](https://www.sonomamarintrain.org/sites/default/files/Documents/Agenda%20Item%20%238%20-%20Pathway%20Update_06.21.2023.pdf)

**2023/2024 Pathways Funded:**

- \$3M awarded to SMART Pathway Projects Source: One Bay Area Grant (OBAG3)
- Construction funding for Marin and Sonoma Segments:
  - 1) Marin County - Hanna Ranch Rd. to South Rowland Ave. in Novato (\$1 million)
  - 2) Sonoma County - San Miguel Ave. to Airport Blvd. in Santa Rosa (\$2 million)

Source: Feb 15, 2023 Board Packet, page 5

[https://www.sonomamarintrain.org/sites/default/files/Documents/SMART%20Board%20of%20Directors%20Packet\\_02.15.2023.pdf](https://www.sonomamarintrain.org/sites/default/files/Documents/SMART%20Board%20of%20Directors%20Packet_02.15.2023.pdf)

**2023/2024 Pathways in Design**

- 1) Santa Rosa 6<sup>th</sup> Street to 5<sup>th</sup> Street  
TBD

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- A. Additions to website Make Your Connections page: SMART developed OAK to SMART map and related airport connections. (previously on 4/14/23 SMART Board packet -still not completed)

Connections to OAK and SFO Airports

The SMART San Rafael Station has connections to/from OAK using Golden Gate Transit bus 580 and El Cerrito Del Norte BART station on this [map](#)

The Rail to Sail to/from SMART Larkspur Station and Larkspur Ferry to SF Ferry Terminal has a connection to/from SFO using the SF Embarcadero BART station, located a 6-minute walk from the Larkspur Terminal at the San Francisco Ferry Building.

The SMART Larkspur Station has a connection to/from SFO via the [Marin Airporter](#) shuttle which has a stop on Sir Francis Drake Boulevard.

OAK to SMART Guide



Marin Airporter Express Schedule

**SCHEDULE UPDATE**  
Effective **WEDNESDAY JANUARY 5, 2022** until further notice

Departure Times TO San Francisco Airport (SFO) from Marin							
Hamilton (Novato)	Smith Ranch Road Terra Linda	Andersen Drive San Rafael	Larkspur Sir Francis Drake Blvd.	Seminary Drive Bus pad	Manzanita Park & Ride Mill Valley	Spencer Avenue Sausalito	Arrive SFO (approximate)
-	-	3:50 am	4:00 am	4:05 am	4:08 am	4:12 am	4:55 am
3:55 am	4:05 am	4:20 am	4:30 am	4:35 am	4:38 am	4:42 am	5:25 am
4:55 am	5:05 am	5:20 am	5:30 am	5:35 am	5:38 am	5:42 am	6:25 am
5:55 am	6:05 am	6:20 am	6:30 am	6:35 am	6:38 am	6:42 am	7:25 am
6:55 am	7:05 am	7:20 am	7:30 am	7:35 am	7:38 am	7:42 am	8:25 am
7:55 am	8:05 am	8:20 am	8:30 am	8:35 am	8:38 am	8:42 am	9:25 am
8:55 am	9:05 am	9:20 am	9:30 am	9:35 am	9:38 am	9:42 am	10:25 am
9:55 am	10:05 am	10:20 am	10:30 am	10:35 am	10:38 am	10:42 am	11:25 am
10:55 am	11:05 am	11:20 am	11:30 am	11:35 am	11:38 am	11:42 am	12:25 pm
11:55 am	12:05 pm	12:20 pm	12:30 pm	12:35 pm	12:38 pm	12:42 pm	1:25 pm
12:55 pm	1:05 pm	1:20 pm	1:30 pm	1:35 pm	1:38 pm	1:42 pm	2:25 pm
1:55 pm	2:05 pm	2:20 pm	2:30 pm	2:35 pm	2:38 pm	2:42 pm	3:25 pm
2:55 pm	3:05 pm	3:20 pm	3:30 pm	3:35 pm	3:38 pm	3:42 pm	4:25 pm
3:55 pm	4:05 pm	4:20 pm	4:30 pm	4:35 pm	4:38 pm	4:42 pm	5:25 pm
4:55 pm	5:05 pm	5:20 pm	5:30 pm	5:35 pm	5:38 pm	5:42 pm	6:25 pm
5:55 pm	6:05 pm	6:20 pm	6:30 pm	6:35 pm	6:38 pm	6:42 pm	7:25 pm
6:55 pm	7:05 pm	7:20 pm	7:30 pm	7:35 pm	7:38 pm	7:42 pm	8:25 pm
7:55 pm	8:05 pm	8:20 pm	8:30 pm	8:35 pm	8:38 pm	8:42 pm	9:25 pm
8:55 pm	9:05 pm	9:20 pm	9:30 pm	9:35 pm	9:38 pm	9:42 pm	10:25 pm
9:55 pm	10:05 pm	10:20 pm	10:30 pm	10:35 pm	10:38 pm	10:42 pm	11:25 pm
10:25 pm	10:35 pm	10:50 pm	11:00 pm	11:05 pm	11:08 pm	11:12 pm	11:55 pm

To: Eric Lucan, SMART Chair and SMART Boardmembers; Eddy Cumins; Heather McKillop

From: Mike Arnold

Subject: Comment on Dissolution – Item # 12

Date: Sep 19, 2023

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I agree with the staff's statement that there exists no prior example of a public rail transit agency dissolving. Exactly how failure to pass a tax extension measure would affect rail operations both prior to the expiration of the sales tax in March 2029 and afterwards cries out for further study.

As noted in the memo and at the last COC meeting, the agency expects to have significant financial resources as of March 31, 2029 that could be used to extend rail operations far beyond March 2029. Exactly how far beyond that date may depend on such issues as frequency of service, whether weekend service is continued, and other cost factors that might extend passenger rail operations for quite some time. In addition, there is the question of how the state responds. Would the state decide to fund operations until a local tax measure may be approved? These are issues that warrant a public process to consider these complex issues.

There is a second issue that also needs to be considered that was not covered in the memo and that is associated with SMART's status as a "common carrier." SMART may dissolve, but that doesn't necessarily mean the obligation to provide freight service dissolves. This issue warrants further investigation by SMART's legal counsel and whether the state inherits this obligation should the next tax extension measure not be approved by the district voters. I would think seeking advice from the federal Surface Transportation Board is something that should be pursued.