



**BOARD OF DIRECTORS
MEETING AGENDA
February 15, 2023 – 1:30 PM**

In accordance with AB 361, Sonoma-Marín Area Rail Transit District Resolution No. 2021-24, Governor Newsom’s March 4, 2020, State of Emergency due to the COVID-19 pandemic and Marin and Sonoma Counties Health Officials recommendations to continue measures that promote social distancing the SMART Board of Directors Meeting will continue to be held virtually through Zoom.

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, February 14, 2023 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 period 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 February 1, 2023 Board Meeting Minutes
3. Board Member Announcements
4. General Manager’s Report
5. Public Comment on Non-Agenda Items

Consent Calendar

- 6a. Accept Monthly Ridership Report – January 2023
- 6b. Determine there is a continued need for emergency action and continue to approve contract No. FR-ER-22-001 for emergency repairs to the Timber Trestle Bridge at Railroad Slough, MP-B38.97, for a total contract amount not to exceed \$425,000

Consent Calendar Con't

- 6c. Approve Contract Amendment No. 1 with Sierra-Cedar in an amount of \$36,200 for a total not-to-exceed of \$211,200
- 6d. Approve a Resolution revising Policy HRM-0021, Hiring Policy and Procedure to no longer include a requirement for proof of vaccination for COVID-19 and to rescind HRM-0025, COVID-19 Vaccination and Testing Policy effective February 28, 2023

Regular Calendar

7. Approve Appointments to the Citizens Oversight Committee - *Presented by General Manager Cumins*
8. Planning for the Future – Extensions (Discussion Only) - *Presented by General Manager Cumins*
9. Next Regular Meeting of the Board of Directors, March 15, 2023 (*1st In-Person Meeting*) – 1:30 PM - 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
10. 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, Clerk of the Board* at lrosas@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
February 1, 2023 - 1:30 PM**

In accordance with AB 361, Sonoma-Marin Area Rail Transit District Resolution No. 2021-24, Governor Newsom’s March 4, 2020, State of Emergency due to the COVID-19 pandemic, and Marin and Sonoma Counties Health Officials recommendations to continue measures that promote social distancing, the SMART Board of Directors Meeting will continue to be held virtually through Zoom.

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1. Call to Order

Chair Rabbitt called the meeting to order at 1:33pm. Directors Bagby, Colin, Fudge, Garbarino, Lucan, Pahre, Paulson, Rogers and Sackett were present. Director Coursey joined later.

2. Approval of the January 18, 2023, Board Meeting Minutes

MOTION: Director Bagby moved approval of January 18, 2023; Board Meeting Minutes as presented. Director Rogers second. The motion carried 9-0 (Director Sackett abstain; Director Coursey joined later)

3. Board Members Announcements

Chair Rabbitt stated that it has been a great week for SMART being award grants and thanked staff for all the great work.

Chair Rabbitt stated that Transportation Authority of Marin has not appointed its representative to serve on the SMART Board and it would be a more appropriate election of new Chair and Vice Chair when there is a full contingent board, this will give everyone the opportunity to participate in March.

4. General Manager’s Report

General Manager Cumins stated that at the last board meeting the General Manager’s report was a little depressing. The freight line was under water, we experienced delays on passenger rail, and ridership was way down due to the rain. This report is much different from the previous,

the water has receded, the freight line is open, trains are running on schedule, and ridership has rebounded.

The past seven days have truly been amazing for SMART. On Thursday, January 26th we received notice that the \$40M in Regional Measure 3 funds would be released for Windsor and Healdsburg. On Friday, January 27th we were informed we received \$3M of OBAG funds for the pathway construction in Marin and Sonoma Counties and we had our Friday highest ridership post pandemic. On Monday, January 30th we had our highest Monday ridership post-pandemic. On Tuesday, January 31st, SMART received \$34M in TIRCP funds from the State for Windsor and Healdsburg. SMART has received a total of \$77M for critical rail and pathway projects.

General Manager Cumins provided a brief overview on the following:

- Emergency Bridge Repair (Update)
- COC Member Selection (Update)
- Ridership
- Pathway Funding
- Windsor/Healdsburg Funding
- Marin Marauders Rider
- Marketing
- Questions

Emergency Bridge Repair (Brazos Branch)

- On November 2, 2022, the Board of Directors approved an emergency contract with Koppers Railroad Structures, Inc. and Resolution to repair the Brazos Branch Bridge.
- As required by the Public Contract Code, the Board of Directors must review the action item at its regular scheduled meetings until the action is completed, therefore, this item is on today's consent agenda and will continue to be until emergency action is terminated.
- There has not been a change since last Board meeting.
- Long-lead bridge timbers are currently in transit to Schellville.
- The Contractor will return to make permanent repairs the week of February 13th.

COC Member Selection

- On January 4th, SMART Board of Directors discussed COC selection process and extended application deadline to January 20th.
- The Board of Directors established an Ad Hoc Committee to review and recommend COC Candidates, which consisted of Directors Bagby, Colin, Garbarino, Lucan and Rogers.
- The Ad Hoc Committee met Thursday January 26th and reviewed and discussed 43 applications.
- The Ad Hoc Committee recommended 9 individuals for appointment, which five (5) are from Sonoma County and four (4) from Marin County.
- Staff will present the list of recommended COC Members to the full board on February 15th for approval.

Ridership

- January 2023 monthly ridership was 46,194, which is up 103% over January 2022
- January Average Weekday ridership is down 3% from December 2022, up 94% over January 2022 and 66% of pre-COVID January 2020 (Larkspur Opening)

- The rain affects ridership. On sunny weekdays ridership is up 45% and bikes are up 106%; on sunny weekends ridership is up 47% and bikes are up 186%

Pathway Funding

- \$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)

Windsor / Healdsburg Funding (Secured)

- \$44M – Federal Appropriation, State Funds and Measure M
- \$40M – Regional Measure 3 Funds
- \$34M – TIRCP Round 1 Funds
- Current Funding Available: \$118M
- Windsor/Healdsburg Funding Required: \$231M
- Remaining Funds Required: \$113M
 - TIRCP Round 2 - \$55M (April 2023)
 - SCCP - \$30M (June 2023)
 - CRISI - \$28M (June 2023)

General Manager Cumins thanked all of SMART’s partners who continue to provide letters of support. Recently, SMART submitted 43 letters of support for TIRCP and can’t imagine that any other projects had that level of support. Also, thanked the Board for their commitment to SMART’s mission, staff for all the great work that they’ve done to make this possible and specifically, Ms. Joanne Parker, Grants and Legislative Affairs Manager, who has worked non-stop on these grants.

Marin Marauder

General Manager Cumins illustrated photos from the Marin Marauders ride who took the train on Sunday. Ken Cook wrote a letter to Mr. Stevens stating, they had a great experience and thanked staff for their professionalism, kindness, and welcoming, which made the train ride pleasurable.

FeBREWary 2023

- Launched Tracks to Taps Campaign for FeBREWary
- Promoting riding SMART to visit and explore Marin and Sonoma Counties as part of a Craft-Beer themed trip. The campaign focus will be on craft breweries close to SMART Stations
- FREE Craft-Beer Shuttle in Santa Rosa. The shuttle will make stops at select brewery taprooms and SMART Stations
- Shuttle will operate each Saturday in February

Transit Equity Day

- In honor of Rosa Parks and her historic efforts to keep public transportation equitable for everyone, SMART is celebrating Transit Equity Day on Saturday, February 4th
- Promoting the Clipper START Program and highlighting that our platforms, trains, and facilities are fully ADA accessible.

- As always, SMART is committed to offering equitable, reliable, and affordable transportation for all!

Sonoma County Tourism Map

- Communications and Marketing Team purchased advertising space in the Sonoma County Tourism map.
 - 200K maps printed annually
 - Provides opportunity to reach leisure travelers actively considering and planning trips to Sonoma County

Director Coursey joined at 1:38pm

Comments

Director Lucan thanked General Manager Cumins and staff for all the work and it's amazing of the accomplishment. SMART has a great system in place, and we know that we will be competitive for the Grants. He has full confidence that SMART will receive the rest of the pieces of the puzzle. This is a huge vote of confidence in SMART it is amazing what we built and continuing to build. The Granting agencies are looking at SMART as a growing agency with tremendous potential, and that is a great sign for us and the agency. He thanked Ms. Parker for putting together this extremely difficult and complicated puzzle.

Director Fudge echoed Director Lucan comments said she could have not said it better. As a representative from Windsor, she can't wait to announce the great news at the Town Council meeting that SMART will start construction to finish to Windsor and halfway to Healdsburg. She thanked General Manager Cumins, Ms. Parker, staff and former staff for working and pursuing grant funds. She asked if there is a possibility to have a shuttle to the Russian River Brewing Company in Windsor since its less than 3 miles from the Airport Station. General Manager Cumins stated that SMART is not running the shuttle service. The Shuttle is being operated by another group of individuals in Santa Rosa

Director Garbarino echoed Directors Lucan and Fudge comments. It's just been a miracle and can't stop smiling about getting all that funding which mean so much to so many. She appreciates receiving the Board of Directors summary, since she uses it in communicating with her colleagues at the Golden Gate Bridge Board, but it's also a tool for all of us.

Chair Rabbitt thanked General Manager Cumins, staff and Ms. Parker for all the work. The grant programs are very challenging and competitive.

Vice Chair Pahre stated that she remembers there was a time when they thought that would never get to Windsor and Healdsburg. The dream is happening an excited to be sharing the great news.

5. Public Comment on Non-Agenda Items

Matthew Hartzell echoed the words of all the Board members who already spoke. He congratulated General Manager Cumins, Ms. Parker and staff. It is exciting to hear about the OBAG3 funds for the new pathway segments in Marin and Sonoma Counties and Regional

Measure 3 funds includes both the rail extension and the pathway extension to Windsor and Healdsburg. As the system is built out and the gaps are completed the ridership will increase since people will realize that this system is a good alternative to driving.

Eris Weaver stated she is very excited to hear about the Regional Measure 3 funds. She asked about the timeline to get passenger service to Windsor and Healdsburg. She is glad to hear that the FeBREWary shuttle is available for people to and from the train stations. She suggested providing information to the public sooner when there are special events happening on the train. Also, it would be helpful to include the time of the train when Nixle alerts are sent out.

Chair Rabbitt stated it's probably a little premature to start talking about timeframes, especially since Regional Measure 3 have a timeframe with a motion for reconsideration before the final decision becomes final. General Manager Cumins said that the best strategy is to wait until all the grant requests are final and then we determine a plan to move forward.

6. Consent

- a. Consider and Approve a Resolution to continue virtual Tele/Video Conference Meetings during the COVID-19 State of Emergency
- b. Approval of Monthly Financial Reports – December 2022
- c. Determine there is a continued need for emergency action and continue to approve contract No. FR-ER-22-001 for emergency repairs to the Timber Trestle Bridge at Railroad Slough, MP-B38.97, for a total contract amount not to exceed \$425,000

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

MOTION: Vice Chair Pahre moved approval of the Consent Agenda Items as presented. Director Colin second. The motion carried 10-0 (Director Rogers absent)

7. Approve a free youth summer rides program for 2023 - *Presented by Emily Betts*

Principal Planner, Emily Betts provided a PowerPoint presentation, which is located on SMART's website. Highlights include:

SMART's Free Youth Summer Rides Program

Program Goals:

- Current youth ridership:
 - 13% – 15% of riders during the school year
 - 8% for riders during summer months
- Goals:
 - Promote transit usage by youth during summer
 - Encourage youth to learn how to use transit
 - Provide affordable option for youth program group trips
 - Offer coordinated program with North Bay transit agencies also offering free fares:
 - Marin Transit
 - Santa Rosa CityBus
 - Petaluma Transit
 - Sonoma County Transit

Program Details:

- Age Range: youth ages 5 – 18; youth 4 and under already free
- Duration: three months, June 1st to August 31st, 2023
- Fare media: Youth Clipper card or SMART App, both of which would allow staff to track usage.
- Estimated revenue loss: \$20,000.

Comments

Director Paulson asked how many current youth riders from 5-18 years ride the train and the demand. Ms. Betts responded that there are approximately 7,500 youth riders and it also fluctuates monthly. Director Paulson asked how this program is being promoted. Ms. Betts responded that staff is contacting all the school districts, particular the schools near the SMART corridor.

Director Garbarino stated that this program is a fabulous idea. We know that that generation over 20 is expecting us to provide good alternative transportation.

Director Lucan asked if the estimated revenue loss is based on youth not riding. Ms. Betts responded that the loss revenue does not factor in any generated ridership from parents and it's a conservative estimate at this point.

Director Bagby stated that this is a great program. She asked if there are any effort to co-market youth program with summer activity organizations for kids. Ms. Betts responded yes, SMART's Communication department has been reaching out.

Director Sackett stated that she took her family on the train to the Snoopy Ice Arena over the weekend. The last time her children had been to the ice arena was with a summer camp and this program could benefit all the summer camps available. She suggested contacting various summer camps in Marin and Sonoma County to introduce the benefits of the program.

MOTION: Director Garbarino moved to Approve a free youth summer rides program for 2023 as presented. Director Fudge second. The motion carried 10-0 (Director Rogers absent)

8. Approve a Resolution Amending the Fiscal Year 2023 Annual Budget - *Presented by Heather McKillop*

Chief Financial Officer, Heather McKillop provided a PowerPoint presentation, which is located on SMART's website. Highlights include:

Fiscal Year 2023 Amended Budget

- Passenger Rail/Pathway
- Freight
- Revenues
- Revenue Changes
 - Sales Tax
 - Federal Funds
 - State Funds
 - Fare Revenues

- Other Governments
- SCTA Measure M
- Expenditures
 - Salaries and Benefits
 - Service and Supplies
 - Planning
 - Environmental
- Expenditures Revenue Changes
 - State of Good Repair
 - Capital Projects
- Reserves

Comments

Director Sackett asked what the best practice is for operating reserves. Ms. McKillop responded three months for the equivalent of 25% for operating reserve. The Board adopted a policy that the reserves would not be below \$10M.

Director Fudge would like SMART to purchase electric trucks and non-revenue electric vehicles as they become available. Ms. McKillop responded that is part of the specifications staff is looking at, however there is very low supply. SMART purchased 2 cars this year and ordered 2 trucks .

Director Garbarino shared her experience in researching getting an electric fleet from the packer trucks and pickup trucks. She appreciates the comprehensiveness of the report and easy to understand, for someone who does not have the knowledge.

Director Paulson asked for clarification for the reserves. Secondly, usually in finance there is an Investment Policy and wondering if SMART has reallocated its portfolio on investments. Ms. McKillop responded that each year the Board adopts the investment policy with the annual budget in June. SMART investments are driven by State law and are very conservative and since SMART has come into inception it has invested fund with Sonoma County.

Chair Rabbitt asked if all the projections will be adjusted accordingly, going forward. Since the budget considers the mid-range salary, and if it slightly above that it will be adjusted accordingly. Ms. McKillop responded that the Board approved a classification and compensation study this year, which is being conducted at this time and could have the results available in next two months for the next fiscal year. Lastly, she would be happy to go over the budget with board members with more in depth clarification.

MOTION: Director Lucan moved to Approve a Resolution Amending the Fiscal Year 2023 Annual Budget as presented. Director Paulson second. The motion carried 10-0 (Director Rogers absent).

Chair Rabbitt adjourned the Board to Closed Session at 2:28pm on the following:

9. Closed Session - Conference with Labor Negotiator Eddy Cumins, General Manager pursuant to Government Code Section 54957.6
 - Agency Designated Representative:* General Manager
 - Represented Employees:* Operating Engineers Local No. 3

10. Report Out Closed Session

District Counsel Lyons reported out of Closed Session at 3:00pm on the following:

Closed Session - Conference with Labor Negotiator Eddy Cumins, General Manager pursuant to Government Code Section 54957.6

Agency Designated Representative: General Manager

Represented Employees: Operating Engineers Local No. 3

Report Out: No action taken; Direction given to staff

11. Next Regular Meeting of the Board of Directors, February 15, 2023 – 1:30 PM

12. Adjournment - Meeting adjourned at 3:02pm.

Respectfully submitted,

Leticia Rosas

Clerk of the Board

Approved on: _____



David Rabbitt, Chair
Sonoma County Board of Supervisors

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

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Chris Coursey
Sonoma County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Vacant
Transportation Authority of Marin

Eric Lucan
Marin County Board of Supervisors

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Mary Sackett
Marin County Board of Supervisors

Eddy Cumins
General Manager

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

February 15, 2023

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

SUBJECT: Monthly Ridership Report – January 2023

Dear Board Members:

RECOMMENDATIONS: Accept Monthly Ridership Report

SUMMARY:

We are presenting the monthly ridership report for activity for the month of January 2023. This report shows trends in ridership for SMART by tracking Totals, Average Weekday riders, and Average Saturday riders, Average Sunday/Holiday riders, as well as bicycles and mobility devices.

With the transition to the Automatic Passenger Counter (APC), SMART now has a highly accurate method of tracking boardings and alightings at stations that does not depend on manual counts by the conductors. The APC system has been tested and validated at a 99% accuracy level and has been certified for passenger count use by the Federal Transit Administration (FTA).

As discussed in prior presentations to the Board, both Passenger Counts and Fare-based collection rider counts are shown to give a full picture of ridership. Passenger Counts capture all riders, including riders with passes who neglect to tag on or off, riders who fail to activate their mobile app tickets, as well as categories of riders such as children under five years old. Clipper + Mobile App paid fare reports do not capture all riders.

This report compares the most recent month to the same month during the prior year, as is standard industry practice for tracking trends over time. The report also shows progress so far in the Fiscal Year compared to the same time in the last Fiscal Year, to enable tracking of riders relative to budget expectations. These reports also note relevant details associated with fare program discount usage and trends in riders bringing bicycles onboard.

SMART's ridership data through December 2022 is posted on the SMART Ridership website (<http://sonomamarintrain.org/RidershipReports>) and SMART's January 2023 data will be posted once validated.

FISCAL IMPACT: None

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Respectfully,

 /s/
Emily Betts
Principal Planner

Attachment(s): Monthly Ridership Report – January 2023

JANUARY 2023 SMART RIDERSHIP REPORT

January 2023 saw a dip in SMART ridership in the first half of the month, likely due to the heavy rains experienced by the region for the two-week period, as well as the school holidays; however, ridership rebounded in the second half of the month, exceeding previous weekday high ridership numbers for both Monday and Friday. Overall, ridership remains strong, with total boardings more than double (102%) that of January 2022. Both weekday and weekend ridership have increased, with total average weekday ridership up 94% and Saturday up 38% over last year.

As a reminder, SMART modified services in March 2020 due to the COVID-19 pandemic, with weekend service annulled and weekday service reduced to 16 trips. In May 2021, SMART added back 10 weekday trips. Saturday service was restored in May 2021, and Sunday service in May 2022. In June 2022, SMART added 10 additional weekday trips, and in October 2022, SMART added 2 additional midday trips, for the current schedule of 38 trips per weekday.

January average weekday ridership (1,883) was down 3% from December, with total monthly ridership at 82% of January 2020 (pre-COVID). The tables below present data for January 2022 and 2023, year-over-year. Ridership for the fiscal year to date is up 94% over the same time period for FY22.

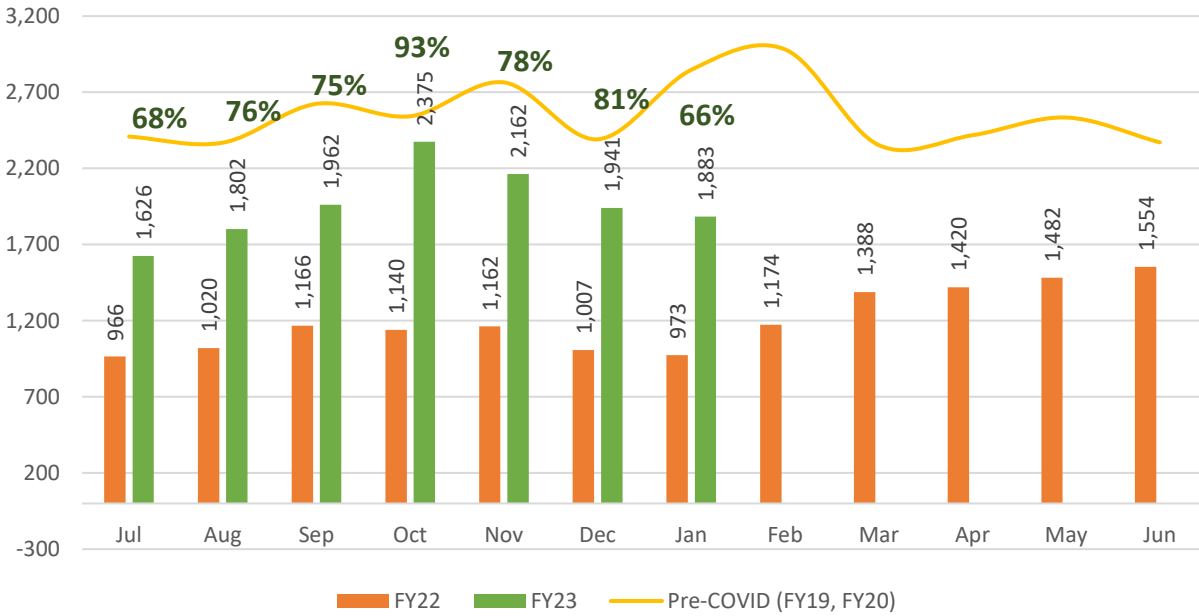
FISCAL YEAR-TO-DATE (JUL - JAN)	Fiscal Year 2022	Fiscal Year 2023	% Change
Ridership	177,947	345,624	94%
Fare Payments (Clipper + App Only)	162,648	290,211	78%
Average Weekday Ridership	1,061	1,966	85%
Average Saturday/Holiday Ridership	636	965	52%
Average Sunday Ridership	0	787	N/A
Bicycles	26,841	53,020	98%
Mobility Devices	810	1,085	34%

Bicycles on board are up 65% and passengers boarding with mobility devices are up 34%. In January, 12% of riders brought bikes on board the train, down from an average of 18% during the summer months.

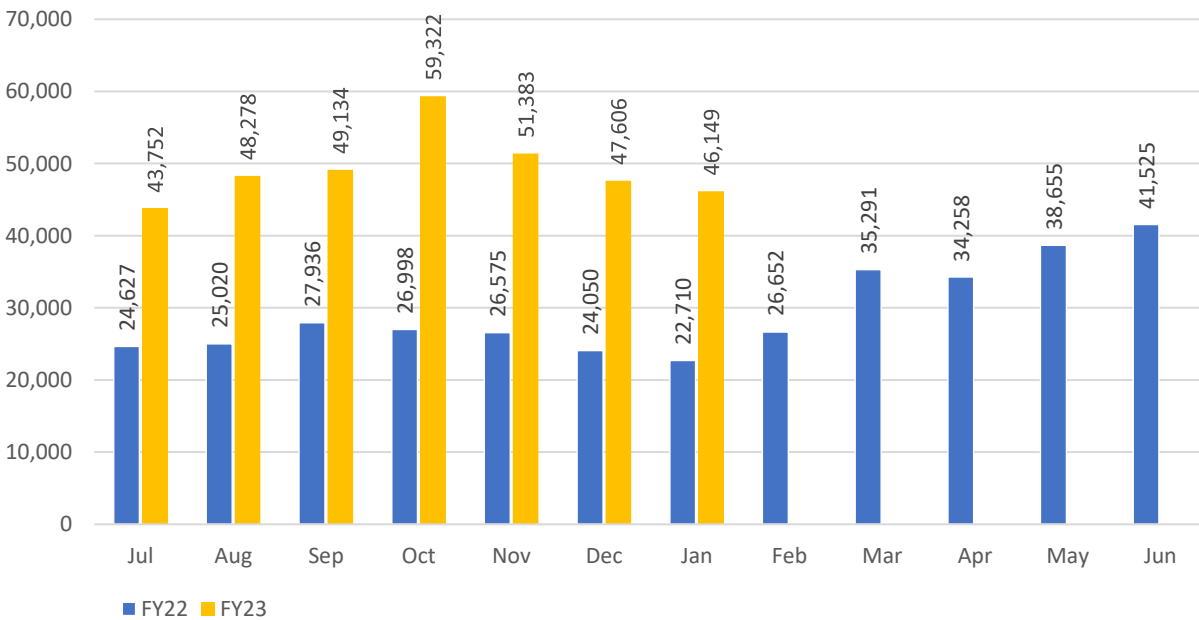
MONTHLY TOTALS YEAR-OVER-YEAR	JAN 2022	JAN 2023	% Change
Ridership	22,710	46,149	103%
Fare Payments (Clipper + App Only)	21,108	36,729	74%
Average Weekday Ridership	973	1,883	94%
Average Saturday Ridership	570	786	38%
Average Sunday Ridership	0	692	N/A
Bicycles	3,383	5,575	65%
Mobility Devices	70	94	34%

The following charts compare the average weekday ridership and monthly totals for FY22-FY23.

SMART Average Weekday Ridership



SMART Monthly Ridership (FY22 v FY23)





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February 15, 2023

Sonoma-Marín Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Santa Rosa, CA 94954

SUBJECT: Contract No. FR-ER-22-001 for the Timber Trestle Bridge at Railroad Slough
MP B38.97 Emergency Repairs

Dear Board of Directors:

RECOMMENDATION:

Determine there is a continued need for emergency action and continue to approve contract No. FR-ER-22-001 for emergency repairs to the Timber Trestle Bridge at Railroad Slough, MP-B38.97, for a total contract amount not to exceed \$425,000.

SUMMARY:

This emergency item first came to the District's attention on Friday, October 28, 2022, after the posting of the Agenda for the regularly Scheduled November 2, 2022 Board of Directors' meeting. As you will recall the bridge is a critical link to the SMART main line and must be traveled over to serve freight customers in Petaluma. Given that this critical connection is required for SMART to fulfill its common carrier obligations, immediate repairs to the bridge were necessary.

Accordingly, at the November 2, 2022 Board Meeting, the Board determined that there was a need to take immediate action required by the emergency, and approved Resolution No. 2022-37 authorizing the General Manager to execute the emergency contract to perform the emergency repairs in an amount not to exceed \$425,000 (Agenda Item A).

The contractor has already initiated temporary repairs on the pile caps that were crushed, repaired the split timber beams and has begun the procurement of the longer lead items needed to make the proper repairs the bridge.

As previously indicated staff will continue to provide an update on the status of this emergency action, and as required by Public Contract Code §22050, the Board of Directors must continue to review the emergency action at its regularly scheduled meeting and at every regularly scheduled meeting thereafter to determine that there is a need to continue the action.

FISCAL IMPACT: Funding has been identified in the FY 2023 freight budget.

REVIEWED BY: [x] Finance /s/ [X] Counsel /s/

Very truly yours,
/s/
Eddy Cumins
General Manager



February 15, 2023

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SUBJECT: Sierra-Cedar's Contract Amendment No. 1

Dear Board Members:

RECOMMENDATIONS:

Approve Contract Amendment No. 1 with Sierra-Cedar to Contract No. FN-PS-21-002 and increase the not-to-exceed contract amount by \$36,200 for a total not-to-exceed of \$211,200.

SUMMARY:

In August of 2021, SMART entered an agreement with Sierra-Cedar to provide on-call support and consultant services for SMART's Oracle Enterprise Resource Planning Software. In addition to providing routine troubleshooting and day-to-day assistance with Oracle, their scope provides for implementation of new modules and process improvements.

To streamline our procurement and invoicing processes and eliminate redundant manual entry, Oracle's "Procure to Pay" module will be implemented. There are two phases to this project. Phase I is expected to be completed by the end of Fiscal Year 2023 and will consist of implementation of Oracle's Self-Service Procurement Cloud, Oracle WebCenter Forms Recognition, and Oracle Automated Invoice Processing. Phase II will consist of integration of the inventory and work order system which currently resides in another software program called Maximo.

The cost of Phase I is estimated at \$68,200. Sierra-Cedar's FY 2023 not-to-exceed amount is \$100,000. With the estimated on-going services expected to be \$68,000 we need to add an additional amount of \$36,200 to their Fiscal Year 2023 contract amount. The additional \$36,200 is for Phase I only. If and when Phase II is implemented, additional contract authority will be needed.

Fiscal Year 2022 Not-to-Exceed	\$ 75,000
Fiscal Year 2023 Not-to-Exceed	\$100,000
Additional Fiscal Year 2023 Amount	\$ 36,200
Total New Not-to-Exceed Amount	\$211,200

FISCAL IMPACT: The Fiscal Year 2023 impact is \$36,200 and is currently available in the Fiscal Year 2023 Amended Budget.

Sincerely,

/s/
Heather McKillop
Chief Financial Officer

Attachment(s): Sierra-Cedar Contract Amendment No. 1

**FIRST AMENDMENT TO THE AGREEMENT FOR CONSULTANT SERVICES
BETWEEN THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT
AND SIERRA-CEDAR, LLC**

This First Amendment dated as of February 15, 2023 (the “First Amendment”), to the Agreement for Consultant Services by and between Sierra-Cedar, LLC (hereinafter referred to as “CONSULTANT”) and the Sonoma-Marín Area Rail Transit District (hereinafter referred to as “SMART”), dated as of August 1, 2021 (the “Original Agreement,” as amended and supplemented by this First Amendment, the “Agreement”).

RECITALS

WHEREAS, CONSULTANT and SMART previously entered the Original Agreement on August 1, 2021 to provide on-call support and consultant services for SMART’s Oracle Enterprise Resource Planning Software (“ERP”); and

WHEREAS, SMART desires to amend the Agreement to increase the not-to-exceed amount by \$36,200 for a total not-to-exceed amount of \$211,200 for the Agreement; and

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

AGREEMENT

1. “**ARTICLE 5. PAYMENT**”. Section 5.02 of the Agreement is hereby deleted and replaced with the following:

Consultant shall be paid on either a time and materials basis in accordance with the rates established in **Exhibit B**; provided, however, that total payments to Consultant shall not exceed \$75,000 for Fiscal Year 2022, and \$136,200 for Fiscal Year 2023, without the prior written approval of SMART. Consultant shall submit its invoices in arrears twice per month in a form approved by the Chief Financial Officer. The invoices shall show or include: (i) the task(s) performed; (ii) the time in quarter hours devoted to the task(s); (iii) the hourly rate or rates of the persons performing the task(s); and (iv) copies of receipts for reimbursable materials/expenses, if any. All reimbursable expenses must comply with SMART’s Travel Guidelines and must receive prior approval. Consultant’s reimbursement for materials/expenses shall not include items already included in Consultant’s overhead as may be billed as a part of its labor rates set forth in **Exhibit B**. SMART does not reimburse Consultant for travel time.”

2. Except to the extent the Agreement is specifically amended or supplemented hereby, the Agreement, together with all supplements, amendments and exhibits thereto is, and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect any provision of the Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment as of the date first set forth above.

SONOMA-MARIN AREA RAIL TRANSIT DISTRICT

Dated: _____

By _____
Eddy Cumins, General Manager

SIERRA-CEDAR, LLC

Dated: _____

By _____
Kevin Bryant, General Manager

APPROVED AS TO FORM:

Dated: _____

By _____
District Counsel



February 15, 2023

David Rabbitt, Chair
Sonoma County Board of Supervisors

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

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Chris Coursey
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Eric Lucan
Marin County Board of Supervisors

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Mary Sackett
Marin County Board of Supervisors

Eddy Cumins
General Manager

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

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

SUBJECT: Revise Policy HRM-0021, Hiring Policy and Procedure and Rescind Policy HRM-0025, COVID-19 Vaccination and Testing Policy effective February 28, 2023.

Dear Board Members:

RECOMMENDATION:

Approve Resolution No. 2023-09 revising policy HRM-0021, Hiring Policy and Procedure to no longer include a requirement for proof of vaccination for COVID-19 and to rescind HRM-0025, COVID-19 Vaccination and Testing Policy effective February 28, 2023.

SUMMARY:

Due to the public health emergency related to COVID-19 on September 1, 2021, the Board of Directors adopted resolution 2021-21 amending HRM-0021, Hiring Policy and Procedure, to include section (f)(vi) COVID vaccination requirement. This section required that all new employees must show proof of vaccination for COVID-19 prior to beginning employment. At that time your Board also directed staff to develop a policy for current District employees requiring them to provide proof of full vaccination for COVID-19 or participate in weekly COVID-19 testing. On October 6, 2021, Resolution 2021-26 was approved, adopting HRM-0025, COVID-19 Vaccination and Testing Policy. When the policy was implemented, public health guidelines for isolation and quarantine related to COVID-19 were different depending on an individual's vaccination status.

At that time, the District partnered with the California Department of Public Health (CDPH) COLOR Testing Taskforce to implement its weekly COVID-19 testing program for unvaccinated staff. As part of the program, the District was issued a Clinical Laboratory Improvement Amendments Certificate Waiver (CLIA Waiver) to conduct on-site testing.

The District has continued to follow the guidelines of the CDPH and California Occupational Health and Safety (Cal OSHA) regarding COVID-19 to protect the health and safety of our employees and the public. These guidelines have changed over time as the pandemic has progressed. Today, the CPDH and Cal OSHA guidelines regarding isolation and quarantine for employees who may test positive or have a close contact exposure to COVID-19 are the same for vaccinated and unvaccinated employees. In addition, Cal OSHA’s non-emergency regulations no longer require employers to document the vaccination status of their employees.

On October 17, 2022, Governor Gavin Newsom announced that the COVID-19 State of Emergency will end on February 28, 2023. On December 15, 2022, Cal OSHA voted to adopt non-emergency COVID-19 prevention regulations. Those regulations were approved by the Office of Administrative Law on February 3, 2023 and will remain in effect through February 3, 2025.

On January 17, 2023, the District was notified by the California Department of Public Health (CDPH) that due to readily available rapid antigen tests for COVID-19 in the community, and Cal OSHA’s allowance of testing with at-home rapid antigen tests, the CDPH is transitioning all COLOR testing programs to antigen programs. As such, the District’s CLIA-waived testing program will be inactivated by the CDPH on February 24, 2023. The District will be unable to continue its current testing program without a CLIA waiver. It is recommended that the District begin providing rapid antigen tests to staff exposed to COVID-19 at work. This will comply with CDPH recommendations as well as Cal OSHA guidelines that state an employer must make testing available to staff exposed to COVID in the workplace at no cost during working hours.

Considering these changes to public health and safety guidelines, it is recommended that the District revise its policies to no longer require proof of vaccination for COVID-19 or require weekly testing for those who are unvaccinated. The District will continue to comply with Cal OSHA and CDPH guidelines for illness prevention.

FISCAL IMPACT: Cal OSHA requires that testing for COVID-19 be made available to employees during scheduled work hours. Some salary savings may result from staff no longer being required to report to work prior to their regular on-duty time to participate in weekly testing. The District will continue to incur some costs related to Cal OSHA COVID-19 prevention standards, such as providing face masks to employees upon request and access to rapid antigen testing.

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Very truly yours,

/s/
 Lisa Hansley
 Human Resources Manager

Attachment(s): 1) Resolution No. 2023-09
 2) Revised Policy HRM-0021 Hiring Policy and Procedure
 3) Rescind Policy HRM-0025, COVID-19 Vaccination and Testing Policy

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2021-21 TO REVISE PERSONNEL POLICY HRM-0021, HIRING POLICY AND PROCEDURE AND AMENDING RESOLUTION NO 2021-26, TO RESCIND HRM-0025, COVID-19 VACCINATION AND TESTING POLICY.

WHEREAS, the Board of Directors has been granted the statutory power to adopt rules and regulations for the administration of employer-employee relations; and

WHEREAS, on March 18, 2015, the Board approved Resolution number 2015-04 adopting the District's personnel policies and procedures manual; and

WHEREAS, on September 1, 2021, in light of the COVID-19 public health crisis at that time, the Board adopted Resolution No. 2021-21, revising District policy HRM-0021, Hiring Policy and Procedures to include proof of vaccination for COVID-19 as part of the pre-employment screening process; and

WHEREAS, on October 6, 2021, the Board adopted Resolution No. 2021-26 revising its policies to include policy HRM-0025, COVID-19 Vaccination and Testing Policy requiring proof of vaccination or weekly testing for current employees; and

WHEREAS, the Board desires to Amend SMART's Personnel Policies and Procedures to rescind the above policy changes due to the end of the COVID-19 public health emergency effective February 28, 2023 as declared by Governor Gavin Newsom on October 17, 2022;

NOW THEREFORE, BE IT RESOLVED THAT THE Board of Directors of the Sonoma-Marín Area Rail Transit District hereby adopts Resolution No. 2023-10 revising policy HRM-0021, Hiring Policy and Procedure and rescinding policy HRM-0025, COVID-19 Vaccination and Testing Policy, attached to this Resolution as Exhibit A and Exhibit B.

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2015-04, together with all supplements, amendments and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and nothing contained herein shall, or shall be construed to, modify, invalidate or otherwise affect any provision of Resolution No. 2015-04.

**Resolution No. 2023-09
Sonoma-Marín Area Real Transit District
February 15, 2023**

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 15th day of February 2023, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

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



Section 3: Employment Practices

HRM- 0021 HIRING POLICY AND PROCEDURE

1. POLICY

The Sonoma Marin Area Rail Transit District (SMART or “District”) believes that hiring qualified individuals to fill positions contributes to the overall strategic success of the District. In hiring the most qualified candidates for positions, the following hiring process is applicable:

2. PROCEDURE

- a. **PERSONNEL REQUISITIONS.** When a new position is created or a vacancy in an existing position allocation occurs or is anticipated, the hiring manager will send a written hiring request to the Human Resources Manager. A member of Human Resources will meet with the hiring manager to review the duties and requirements of the position and to plan the recruitment process.
- b. **JOB POSTINGS.** All regular exempt and non-exempt job openings are posted on SMART’s website for employees and the public to review. Jobs remain on the posting until the position is filled or until a date at management’s discretion. Job postings are updated as vacancies occur.
- c. **RECRUITMENT ADVERTISING.** Positions are advertised externally based upon need and budget requirements. Human Resources is responsible for placing all recruitment advertising.
- d. **INTERNAL TRANSFERS.** Employees who have been in their current position for at least one year may apply for internal job openings. The one-year requirement may be waived with the consent of the General Manager and Human Resources. All applicants for a posted vacancy will be considered on the basis of their qualifications and ability to perform the job successfully. Internal candidates who are not selected will be notified by Human Resources. Once transferred to a new position, employees will enter into a Probationary period for the new position if the transfer involves a promotion to a higher job class.
- e. **INTERVIEW PROCESS.**
 - i. Human Resources or the hiring manager will screen applications and/or resumes for minimum qualifications prior to scheduling interviews.

- ii. Initial interviews are generally conducted by Human Resources and/or the hiring department. Team interviews may be conducted as needed for some positions. If a team interview is conducted, a structured interview process is recommended. Interview questions should be compiled by the interviewing team and reviewed by Human Resources. After the team completes the interview process, the results of the interview should be forwarded to the hiring manager/supervisor for review.
 - iii. Job specific skill tests may be administered as part of the screening or interview process. Such examinations may include writing samples, technical skills or general subject matter testing related to the position.
 - iv. All interview notes, applications and resumes of applicants not selected will be forwarded to Human Resources for appropriate retention. Human Resources will notify applicants who are not selected.
 - v. Applicants selected during the interview process will be placed in a pool of potential candidates for background screening. Applicants will remain on this pooled list until such time as the District initiates a new recruitment process.
 - vi. The hiring manager or supervisor has responsibility for making a hiring decision however all new hires require approval by the General Manager.
- f. REFERENCE CHECKS, CRIMINAL BACKGROUND CHECKS, MEDICAL, DRUG AND ALCOHOL TESTING.
- i. Once a decision has been made regarding interest in hiring an applicant, an offer will be made contingent upon satisfactory completion of reference checks and criminal background checks. The District recognizes the importance of maintaining a safe workplace with employees who are honest, trustworthy, qualified, reliable, and nonviolent, and who do not present a risk of serious harm to their co-workers or others. For purposes of furthering these concerns and interests, the District reserves the right to investigate an individual's prior employment history, personal references, and educational background, as well as other relevant information. The hiring manager or assigned Background Investigator will check references for all candidates.
 - ii. In addition, the District may request consumer reports or investigative consumer reports at any time during the course of an individual's employment with the District, if any, for purposes of evaluating suitability for employment, promotion, reassignment or retention as an employee. The District does this as a condition of an applicant being hired and as a condition to an employee being promoted to a position which places him or her in a fiduciary relationship with the District or in a safety sensitive position.

- iii. Consistent with legal requirements, the District also reserves the right to obtain and to review an applicant's or an employee's criminal history, and other relevant information, and to use such information when making employment decisions. Any criminal activity resulting in a conviction during employment must be reported to the Human Resources Department immediately. A decision concerning continued employment will be reviewed at that time. Conviction of a crime will not be an absolute bar to employment, promotion, reassignment, or retention as an employee. The District will conduct an individualized assessment and consider the specific circumstances of any situation before making an employment decision.
- iv. Human Resources will contact final candidates to complete pre-employment medical testing, including a drug and alcohol screen where applicable. Some positions may also require psychological profile testing.
- v. Pre-employment medical testing for positions designated as safety sensitive will include screening for sleep disorders consistent with Department of Transportation guidelines. Employees in safety sensitive positions who are later diagnosed with a sleep disorder must report this diagnosis to the District immediately by contacting Human Resources. Such safety sensitive employees must provide documentation to Human Resources from their treating physician that the condition is appropriately treated and must receive annual evaluations to ensure the employee is fit for duty. A safety sensitive employee will be considered unfit for duty and removed from service until such documentation is provided if they:
 - (i) fail to report this diagnosis; or
 - (ii) are not taking appropriate treatments as prescribed/instructed by their physician; and/or
 - (iii) fail to produce documentation of fitness for duty.
- vi. COVID Vaccination Requirement –Due to the current health emergency this policy establishes a requirement that all applicants for employment with the District who are selected for hire will provide proof of vaccination once a conditional offer of employment has been made. Prior to beginning employment, persons who have accepted a job offer from the District must complete a COVID-19 Vaccination Verification Form and show proof of full COVID-19 vaccination to the Human Resources Department. Acceptable forms of documentation include a COVID-19 Vaccination Record Card issued by the Department of Health and Human Services Centers for Disease Control and Prevention (CDC) or the World Health Organization Yellow Card or the Digital State of California record from <https://myvaccinerecord.cdph.ca.gov/>. Proof of vaccination must include full legal name, date of birth, date(s) of vaccination and COVID-19 vaccine manufacturer.

Applicants may request an accommodation based on medical exemption, disability, or religious objection from the Human Resources Department. Disability is defined as a physical or mental disorder or condition that limits a major life activity and any other condition recognized as a disability under applicable law. "Disability" includes pregnancy, childbirth, or a related medical condition where reasonable accommodation is medically advisable.

- g. **JOB OFFERS.** After successful completion of the background and pre-employment testing process, Human Resources or the hiring manager/supervisor will notify the General Manager and discuss making a final job offer to the candidate. The hiring manager or Human Resources will contact the candidate to confirm the employment offer.
- h. **INITIAL START DATE AND ORIENTATION.** On the initial start date, employees will complete required paperwork and their orientation. Employees must complete the necessary paperwork in Human Resources or at the location of the new position. Human Resources staff and/or the employee's direct supervisor will complete the "New Hire Checklist" with new employees and review District policies and procedures. All documents should be returned to Human Resources as well as an original completed application form, Form I-9 with a copy of supporting I-9 documents, Federal and state tax forms, and any certifications and licensure information within one week of hire date.
- i. **IMMIGRATION COMPLIANCE:** The District complies with applicable immigration law, including the Immigration Reform and Control Act of 1986 and the Immigration Act of 1990. As a condition of employment, every individual must provide satisfactory evidence of his or her identity and legal authority to work in the United States. This documentation must be provided within three (3) days from the start of employment. Employees may be asked to leave the premises to get the appropriate documents. If an employee cannot verify his or her right to work in the United States, the District may be obligated to terminate that employee's employment.

3. APPROVAL

EFFECTIVE DATE: March 18,
2015 REVISED: September 28,
2018 REVISED: January 19, 2021
REVISED: September 1, 2021



Section 3: Employment Practices

HRM- 0025 COVID-19 VACCINATION AND TESTING POLICY

1. POLICY

This Policy establishes the requirement for all employees and members of the Board of Directors of the Sonoma-Marin Area Rail Transit District to provide proof of full vaccination for COVID-19 including all available booster shots or submit to weekly COVID-19 testing as a condition of employment. COVID-19 vaccination requirements for new applicants are covered elsewhere in Policy HRM-0021, Hiring Policy and Procedure.

The purpose of this Policy is to protect the health and safety of the public at large, our passengers and District employees and Members of the Board of Directors. This Policy follows the strong recommendations of the Center for Disease Control and Prevention (CDC), the California Department of Public Health (CDPH) and local Public Health Officers that employers implement a policy of encouraging vaccinations and requiring verification of full vaccination for COVID-19 or weekly COVID-19 testing.

This Policy will remain in effect until Federal or State governmental authorities issue Guidance that requires updating the requirements.

2. GUIDELINES AND PROCEDURES

a. Proof of COVID-19 Vaccination

Employees must complete a COVID-19 Vaccination Verification Form and show proof of full COVID-19 vaccination, including booster shots when recommended by the CDC or CDPH, to the Human Resources Department as provided under this Policy. Proof of vaccination may be provided in one of the following formats:

- i. A COVID-19 Vaccination Record Card issued by the Department of Health and Human Services Centers for Disease Control and Prevention (CDC); or
- ii. A World Health Organization Yellow Card; or
- iii. A Digital State of California record from <https://myvaccinerecord.cdph.ca.gov/>.

Proof of vaccination must include full legal name, date of birth, date(s) of vaccination and COVID-19 vaccine manufacturer.

b. COVID-19 Testing

Employees and Board Members who have not submitted proof of full COVID-19 vaccination by December 1st, 2021, will be subject to weekly COVID-19 testing beginning the week of December 6, 2021, and continuing until such time as the employee submits the required proof, as detailed in section 2 (a) above or until circumstances result in the District altering the requirements of this policy due to updated CDC or CDPH recommendations.

- i. To the extent possible, testing will be conducted during the employee's work shift and will be considered hours worked. Depending upon SMART's operational needs and employee's work location, employees will be required to arrive 30 minutes early for their shift for testing. Employees scheduled to arrive before their regular shift start time for testing will be paid for that additional time on the worksite. Employees are required to report for testing at the assigned date and time.
- ii. The employee's manager or supervisor will provide a testing schedule to include the day of the week, time, and location of the District offered COVID-19 testing.
- iii. Tests will be self-administered by the employee under observation of trained staff who will enter the results into the testing software provided by the California Department of Public Health.
- iv. If an employee tests positive for COVID-19, the District will follow current Public Health and Cal/OSHA guidelines. The employee will be sent home immediately and will quarantine for 10 days per current CDC/Cal OSHA guidelines. The District will follow any changes in that guidance. These procedures are also outlined in the District's COVID-19 Addendum (Appendix H) of the District's Injury and Illness Prevention Plan (IIPP).
- v. If an employee tests positive during work site testing using an antigen test, and the test is later determined to be negative (i.e., a false positive) after a PCR test is completed, the employee will be allowed to return to work. Any paid leave accruals the employee utilized during the quarantine period will be restored to the employee's leave banks and the employee will be returned to work.

c. Refusal to Test/Failure to Test

If an employee chooses not to be vaccinated for COVID-19, they are required to participate in the weekly testing program. Employees who have not provided proof of full vaccination for COVID-19 and who fail or refuse to participate in the testing program as assigned will be considered unprepared for work as vaccination or testing is a condition of employment. Employees who are neither vaccinated or tested are subject to the following actions:

- i. First Refusal or failure to test – Employee will be suspended without pay immediately for five (5) working days as unprepared for work.
- ii. Second Refusal or failure to test – Employee will be suspended without pay immediately for thirty (30) days for being unprepared for work. The employee may return to work before the end of the 30-day suspension period if the employee shows proof of receiving a vaccination for COVID-19 and commits to becoming fully vaccinated.
- iii. Third Refusal or failure to test – Employee will be separated from employment immediately for being unprepared for work.

d. Tracking and Reporting

The Human Resources Department will be responsible for maintaining vaccine related documents as confidential employee medical records. The following information will be recorded, tracked, and maintained in a manner consistent with the District’s policies regarding privacy and security, including HRM-0012, Information Systems Security as well as applicable state and federal law.

- i. Proof of Vaccination
 - Full Legal Name
 - Date of birth
 - Date(s) of vaccination
 - COVID-19 Vaccine Manufacturer
- ii. COVID-19 Testing Dates
 - Date of test
 - Results of test

3. RESPONSIBILITIES

- a. Administration: The General Manager has the authority to make non-policy and administrative changes as needed to this policy, to accommodate changes in the law, CDC or CDPH recommendations or required procedures. All changes made will be communicated with the affected employees and their unions.
- b. Department Heads (or Designee)
 - i. Ensure subordinate managers and supervisors are advised of the COVID-19 Vaccination and Testing policy.
 - ii. Ensure managers and supervisors are appropriately communicating with employees regarding the policy requirements.
 - iii. Ensure managers and supervisors are not seeking or disclosing confidential information regarding vaccination status from employees.
 - iv. Follow and ensure compliance with the policy guidance and protocols and all local, state, and federal regulatory guidelines regarding COVID-19.

- c. Managers and Supervisors
 - i. For employees subject to weekly COVID-19 testing, communicate available weekly testing dates and times, and schedule testing times for direct reports during their regularly scheduled work shifts.
 - ii. Maintain confidentiality regarding employee vaccination status.
 - iii. Follow and ensure compliance with policy guidance, protocols and all local, state and/or federal regulatory guidelines regarding COVID-19.
 - iv. Immediately notify the Department Head and/or Human Resources of any employee non-compliance with this policy.

- d. Employees
 - i. Notify their supervisor if at any time prior to or during the course of their shift, they experience COVID-19 symptoms or receive a positive COVID-19 test result.
 - ii. Notify a supervisor if they believe they may have been in close contact with a confirmed case of COVID-19.
 - iii. Follow all directives, policies and procedures to assist in maintaining a safe work environment.
 - iv. Provide proof of full COVID-19 vaccination to Human Resources as described in section 2 (a) of this policy.
 - v. If proof of full vaccination is not provided, complete weekly COVID-19 tests as scheduled by their manager or supervisor.

4. DEFINITIONS

- a. **COVID-19:** Coronavirus disease, an infectious disease caused by the severe acute respiratory syndrome coronavirus (SARS-CoV-2).

- b. **COVID-19 Symptoms:** Symptoms of COVID-19 include the following: (1) fever of 100.4degrees Fahrenheit or higher or chills; (2) cough; (3) shortness of breath or difficulty breathing;(4) fatigue; (5) muscle or body aches; (6) new loss of taste or smell; (7) sore throat; (8) congestion or runny nose; (9) nausea or vomiting; or (10) diarrhea, unless a licensed health care professional determines the person's symptoms were caused by a known condition other than COVID-19, or as outlined by the Center for Disease Control.

- c. **COVID-19 Test:** A viral test for SARS-CoV-2 that is both: (1) Approved by the United States Food and Drug Administration ("FDA") or has an Emergency Use Authorization

("EUA") from the FDA to diagnose current infection with the SARS-CoV-2 virus; and (2) Administered in accordance with the FDA approval or the FDA EUA as applicable.

- d. **Employee:** Full-time, part-time, temporary, limited term, intern, provisional, probationary, and regular District employees, as well as agency executives, contracted employees, and Members of the Board of Directors.
- e. **Full Vaccination:** An employee is considered "fully" vaccinated when the employee received, at least 14 days prior, either the second dose in a two-dose COVID-19 vaccine series or a single-dose COVID-19 vaccine, including booster shots as recommended by the CDC or CDPH. Vaccines must be FDA approved; have an emergency use authorization from the FDA; or, for persons fully vaccinated outside the United States, be listed for emergency use by the World Health Organization (WHO).
- f. **Vaccine:** A COVID-19 Vaccine satisfies the requirements of this policy if: (i) the U.S. Food and Drug Administration (FDA) has issued a License or an Emergency Use Authorization (EUA) for the vaccine or; (ii) the World Health Organization has approved Emergency Use Listing (EUL).

EFFECTIVE DATE: October 6, 2021



David Rabbitt, Chair
Sonoma County Board of Supervisors

February 15, 2023

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

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

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

SUBJECT: Citizens Oversight Committee Appointments

Kate Colin
Transportation Authority of Marin

Dear Board Members:

Chris Coursey
Sonoma County Board of Supervisors

RECOMMENDATIONS:

Approve Appointments to the Citizens Oversight Committee

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

SUMMARY:

On December 7, 2022, the Board approved the Citizens Oversight Committee Bylaws.

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Vacant
Transportation Authority of Marin

On January 4, 2023, the Board discussed the COC selection process and extended the application period to January 20, 2023. An Ad Hoc committee was established to review and recommend COC appointments. The Ad Hoc committee consisted of the following Directors, Bagby, Colin, Garbarino, Lucan and Rogers.

Eric Lucan
Marin County Board of Supervisors

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

The Ad Hoc Committee met on January 26, 2023, to review 43 applications. They selected 9 individuals which consisted of five (5) representing Sonoma County and four (4) representing Marin County. The nine (9) recommended applicants are as follows:

Mary Sackett
Marin County Board of Supervisors

- Adams, Sherry (Sonoma County)
- Dilworth, Lucy (Marin County)
- Engdahl, Thomas (Marin County)
- Ericksen, Jeana (Sonoma County)
- Kushel, Zachary (Marin County)
- McCubbin, Sandi (Sonoma County)
- McKay, Conor (Sonoma County)
- Nachor, Anthony (Marin County)
- Sheehan-Meyer, Dani (Sonoma County)

Eddy Cumins
General Manager

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

Staff recommends the Board appoint these individuals to the Citizens Oversight Committee. The First meeting of the Committee is planned for March 22, 2023, at 1:30PM – SMART Petaluma Office, 5401 Old Redwood Highway, 1st Floor, Petaluma.

FISCAL IMPACT: The Citizens Oversight Committee is estimated to have a minimal fiscal impact and will consist mainly of staff time.

Very truly yours,

/s/
Eddy Cumins
General Manager

Attachment(s): Citizens Oversight Committee Recommended Applicants Summary

On File with Clerk: Citizens Oversight Committee Applications

**Citizens Oversight Committee
Recommended Applicants Summary**

Name: Adams, Sherry	County: Sonoma
<p><i>Summary of qualifications related to COC duties:</i> A regular user of both the train and pathway. In a professional and volunteer capacity, I have some experience with reviewing strategic plans and overseeing budgets, but smaller scale than SMART. I am detail orientated, capable of big picture thinking, capable of thinking critically and independently.</p>	
Name: Dilworth, Lucy	County: Marin
<p><i>Summary of qualifications related to COC duties:</i></p> <ul style="list-style-type: none"> ▪ Current Member and former Chair of the Marin Wildfire Prevention Authority's Citizens' Oversight Committee ▪ Former Member and former Foreperson of the Marin County Civil Grand Jury ▪ Director of the Coalition of Sensible Taxpayers of Marin (CO\$T) ▪ Financial oversight competence ▪ Legal competence ▪ Business competence ▪ Experience working with special districts, tax initiatives, and expenditure plans. 	
Name: Engdahl, Thomas	County: Marin
<p><i>Summary of qualifications related to COC duties:</i> I have been a Senior Operating & General Management Executive with a proven track record of delivering consistent, measurable shareholder and market value through decisive leadership, product innovation, problem-solving, and team development. My expertise in building and leading early-stage ventures, setting strategic direction, and implementing business plans, coupled with unwavering integrity and credibility, gives me the experience and skill set to be a member of the SMART oversight committee.</p>	
Name: Ericksen, Jeana	County: Sonoma
<p><i>Summary of qualifications related to COC duties:</i> I served on the Paratransit User Committee for 30 years. I am currently the Vice Chair of the TCCP and a current member of the STCA. I am well versed in Robert's Rules and know how to conduct a meeting.</p>	

**Citizens Oversight Committee
Recommended Applicants Summary**

Name: Kushel, Zachary	County: Marin
<p><i>Summary of qualifications related to COC duties:</i></p> <p>I am the Founder of Marin Sonoma Impact Ventures {MSIV - msivfund.com), a movement reshaping the North Bay startup ecosystem to help local entrepreneurs build the next great North Bay company and seed the next generation of prosperity for the Marin+ Sonoma community. In December 2022, MSIV announced the final closing of MSIV Fund I, a \$6.6 million investment vehicle and the North Bay's first regional venture capital fund. I previously worked as a senior executive at Glassdoor, then based in Mill Valley and one of the North Bay's largest private employers. I have previous experience working on public-private partnerships on a global level for Cisco Systems having served as part of the company's Global Government Affairs team. Prior to Cisco, I spent time working on homeland security matters at Ridge Global, a Washington, DC based consultancy. The earlier part of my career was spent working in the U.S. government at the federal level, including work in the U.S. Senate and at The White House. I hold a Master's in Public Policy from the Harvard Kennedy School where I focused on International & Global Affairs and how business and government can collaborate more closely. For the past six years, I have served as a Board Member of the Marin Economic Forum, working to promote the economic vitality of Marin County.</p>	
Name: McCubbin, Sandi	County: Sonoma
<p><i>Summary of qualifications related to COC duties:</i></p> <p>My career in politics started 40 years ago and culminated last year in retirement. After leaving the Capitol. I worked in governmental affairs, beginning as deputy director of the CPUC, responsible for their relationship with the legislature. I then joined the private sector. I specialized in energy, transportation, and telecommunications. Besides lobbying the legislature, I also specialized in representing clients before the CPUC and the administration. Santa Clarita, San Clemente, the LA transportation construction authority, and Union Pacific were a few of my transportation clients.</p>	
Name: McKay, Conor	County: Sonoma
<p><i>Summary of qualifications related to COC duties:</i></p> <p>I was introduced to environment-related issues as a young Boy Scout of Troop 21 in Healdsburg. I learned about the facets of sustainability, mainly presented to me as the principles of "Leave No Trace;" meaning that I should leave an environment in a better condition than when I found it. As a child, I understood this concept to apply to campsites and other public places. As I aged</p>	

**Citizens Oversight Committee
Recommended Applicants Summary**

through my teenage years, I began to understand that this concept should apply to the entire planet.

My experience in Boy Scouts prompted my desire to establish technical expertise related to my passion for sustainability. I attended Cal Poly, San Luis Obispo studying to earn a Bachelor of Science degree in Environmental Management and Protection. I learned in lower-level environmental science courses that a large contributor to anthropogenic climate and otherwise ecologic issues is how cities are developed and designed. I decided to focus on environmental policy, and quickly became eager to learn more about city/regional planning. I graduated in June of 2018 with an Environmental Management and Protection degree, with a concentration in Environmental Policy and a minor in City/Regional Planning.

Name: Nachor, Anthony

County: Marin

Summary of qualifications related to COC duties:

A sixteen-plus-year resident of Novato who has seen SMART develop from its inception to completion, as well as a transit-dependent rider who uses SMART and other agencies regularly. Anthony is a transportation planner by trade who is interested in furthering SMART's role as a transit mode for the North Bay. He graduated with a Master's in Urban and Regional Planning from San Jose State University in December 2019, in which he wrote a planning report regarding SMART's service through Novato and attained an Honors Distinction for it. He also graduated with a bachelor's in urban studies and Planning from San Francisco State University in May 2015, in which transportation has been his lifelong passion. Anthony believes that SMART can be a stronger, more resilient, and more attractive transit option for North Bay residents by using his experience as a transportation planner and a transit rider to develop policies and guidelines that will meet (or exceed) passengers' needs and desires, as well as respecting current bylaws that govern Bay Area transportation policies.

Name: Sheehan- Meyer, Dani

County: Sonoma

Summary of qualifications related to COC duties:

As a longtime proponent of public infrastructure projects, I have attended many public meetings following the decisions and budget presentations to the SMART Board of Directors since 2018. I am very familiar with the staff and their directives and accomplishments. This is an exciting time to take a committed role in the success of SMART's efforts to date, representing transparency and advocacy. I am also a long time, albeit past, resident of Marin and I recognize the challenges SMART will face when they must go back to the voters. I feel that I already hold good relationships with most current COC members, staff, and the Board of Directors of SMART.



February 15, 2023

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

Chris Coursey
Sonoma County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Eric Lucan
Transportation Authority of Marin

Chris Rogers
Sonoma County Mayors' and
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Eddy Cumins
General Manager

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

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

SUBJECT: Planning for the Future (Extensions)

Dear Board Members:

RECOMMENDATION:
Discuss extensions listening session and survey information.

SUMMARY:
In April 2022 SMART Staff conducted a survey and a series of listening sessions on SMART's strategic objectives: ridership, pathways, extensions, and freight. In total, 193 people attended the listening sessions, 1,004 surveys were collected, and SMART received 60 email responses.

This presentation will provide information from the extension surveys, emails, and listening sessions. Regarding extensions, 54 people participated in the listening sessions, 203 surveys were collected, and SMART received 13 email responses. This presentation will provide a synopsis of information collected, identify recent improvements, and suggest a strategy for the future.

Very truly yours,

/s/
Eddy Cumins
General Manager

Attachment(s):

- 1) Planning for the Future – Extensions (Top Five Themes)
- 2) Planning for the Future – Extensions (Listening Session Summary Comments, April 20, 2022)
- 3) Planning for the Future – Extensions (Email Submissions on Extension)
- 4) Planning for the Future – Extensions (Survey)

ATTACHMENT 1

Planning for the Future

Extensions – Top Five Themes *(No Particular Order)*

The content analysis of the extensions public input showed that a strong majority of the respondents want SMART to complete the extensions to the north before working on other extensions. It should be noted that other comments had lower frequencies yet rose to the level of the top five list.

- Complete the extensions to Windsor, Healdsburg, and Cloverdale as soon as possible.
 - Complete northward extensions before beginning any eastward expansion
- Shift resources to extending passenger rail to Sonoma, Napa, and Suisun City.
 - Extending SMART to the east would improve ridership and revenue
- SMART should build a Class 3 railroad to Healdsburg and Cloverdale and operate service at 60 mph to save money.
 - Use wooden ties
 - Retrofit the Healdsburg/Russian River Bridge rather than replace
- After completing the Windsor, Healdsburg, and Cloverdale extensions, continue to Ukiah and Willits.
- Improve connectivity with other transit systems as you build out extensions to the north and east.

ATTACHMENT 2

Planning for the Future
 Listening Session on Extensions
 April 20, 2022
 Listening Session Summary of Comments

As SMART plans for extensions to the north, what are the factors that we should consider?

Comments	Frequency
SMART should use Class 4 rail from Santa Rosa to Windsor and then use Class 3 rail with wooden tie construction north of Windsor to Cloverdale to save money. As the population of Cloverdale grows, upgrade the track to Class 4.	3
Freight customers may justify track work to Willits, which passenger service can take advantage of.	2
Do a trial commuter run using a van pool or electric bus from Cloverdale to Sonoma County Airport Station.	2
Continue to work towards extending service to Cloverdale (and then on to Ukiah).	2
SMART should be able to tap into ridership that is currently driving on Highway 37. There is significant congestion and drivers will be happy to move to the train.	2
Take out a loan from a bank	
Do a survey to gage interest in commuter rail service.	
My first consideration is population demographics – the schedule and service levels should be lower than the existing service levels south of the Sonoma County Airport Station.	
Work with Sonoma County Transit to adjust their schedule to accommodate Mendocino Transit connections.	
Offer weekend adventure trips to the north county (like Napa Wine Train).	
I'm a Cloverdale resident and use the train to commute to San Rafael. SMART is a public utility and should be treated as such.	
The question is not whether SMART should go to Cloverdale - but when.	
When evaluating demand for passenger rail in Cloverdale, consider riders from Mendocino County.	
Do four trips per day to Cloverdale; it was the expectation in the Measure Q Expenditure Plan.	
It's important to recognize that MTC's Plan Bay Area does not support passenger service north of Windsor – it does not meet the criteria based on the cost/benefit analysis.	
For the previous commenter – the cost/benefit analysis for constructing highways is worse than rail.	
We need to extend rail service to Healdsburg because people/tourists will take the train to Healdsburg. Healdsburg is in the wine country, is bikeable, and attracts a lot of tourists.	

ATTACHMENT 2

As SMART plans for extensions to the east, what are the factors that we should consider?

Comments	Frequency
Reconfiguration of the station at Novato Hamilton will need to be considered.	
How passenger transfers will occur will also need to be considered.	
SMART should revisit the Sonoma/Marin Multi-Modal Transportation & Land Use Study by Peter Calthorpe and how it informs future development in the context of the re-establishment of passenger rail.	
It is critical for SMART to go east and should be “shoehorned” into the Highway 37 planning work.	
Freight is a significant element in Highway 37 planning and SMART leverage this in the development of passenger service.	
In Europe there are such things as “Rolling Highways” where trucks are put onto freight train cars and shipped 100 miles or more.	
SMART should stop talking about extensions to the east. Extending to points in Napa County will require a sales tax.	
It makes a lot of sense to go east, and Solano County will want to be a part of the SMART system.	
Need to do cost /benefit comparison between highways and rail.	
Locate stations where other modes of public transit connect.	
What is lacking in the original SMART proposal is a business case. Until SMART develops a business case that supports the proposal and gets operating costs below \$50/passenger, you won’t pass a sales tax.	
Don’t utilize older passenger train equipment. SMART has a great image and should not sacrifice it for a quick startup.	
SMART needs to reactivate the snack bar.	

How can SMART balance the cost of extensions with the other benefits of transit?

Comments	Frequency
SMART should go into the real estate development business, focusing on affordable housing and transit-oriented development.	
The most compelling case for eastward expansion is reducing green house gases. We need to get cars off the highway and support more efficient land use policies.	
Sale tax is regressive and promotes inequality. Less affluent people are paying for more affluent people to use the train.	

ATTACHMENT 2

There are a lot of people who pay for SMART, but never have a use for it.	
The cost per mile comparison for rail versus roads leans heavily in favor of rail. SMART public relations people need to promote this.	
Fund a study illuminates the cost benefits of rail over highways.	
Set up a museum showcasing the rail history of the region 1800s to the present.	
SMART should go into a fuel purchasing consortium.	

What other concerns or ideas do you have regarding SMART extensions?

Comments	Frequency
There is a role for a continuing public sounding board. Do monthly listening sessions for riders.	3
I think SMART should work to get passenger service to Mendocino County. Mendocino County needs to pass a sales tax passed.	
Listening sessions are no substitute for a professionally conducted poll.	
I'd like to see action items under your objectives in a business plan.	
It's hard to take SMART to San Francisco – too many transfers.	

ATTACHMENT 3

Planning for the Future
 Email submissions on Extensions
 Summary of the email responses

Email Comments	Frequency
The long-promised SMART extensions to Windsor, Healdsburg, (Geyserville) and Cloverdale should be given highest priority.	2
SMART should extend service to southern Marin – south of Larkspur, specifically to Sausalito, Marin City, or Manzanita before continuing to expand to the north.	2
The final extension after Cloverdale should be to Ukiah and not Solano County because people in Southern Mendocino County have more in common with Sonoma County and Santa Rosa thanks to the healthcare in Santa Rosa with 3 major hospitals. And the wine country in northern Sonoma County.	
I would like to know how you plan on building your rail line to and through Healdsburg without destroying the fish bearing stream that the tracks have FALLEN into near Dry Creek Road.	
SMART should build an extension along existing but abandoned track to Hopland, Ukiah, Willits.	
If the "Extension" Listening Session showed one thing, it showed there are people in the community who will do all they can to defeat the Sales Tax Extension. Complete the Windsor Extension and complete more vital Pathway linkages.	
Do the extensions, now. Do not wait. Also, the connection to the National system is a winner! PUSH. You can do it. Also, more trains - now.	
What plans are in the works to be constructed in the trail that connects the train track and Windsor Park Apartments at 350 Duncan Drive Windsor CA 95492.	
I am excited about ALL the possibilities, but I think going East to Suisun should be prioritized over north to Cloverdale. Bringing in tourists via the Suisun connection may provide the ridership needed to boost the expansion Northward.	
SMART management needs to do a back-of-the-envelope cost estimate for restoring the tracks to Cloverdale to service using the approach outlined below.	

ATTACHMENT 3

<p>An extension to the North needs to be accomplished for far less than the roughly \$15 million per mile than it cost to build SMART thus far. The obvious way to keep costs down is to proceed like a private-sector railroad: use the existing tracks and roadbed and replace only as many crossties as are needed to pass inspection to operate at 60 mph. Separating the passenger operation time from the time for freight would avoid the significant expense of Positive Train Control.</p> <p>Besides grants from the State of California under the Infrastructure Investment and Jobs Act, funds are available from the Federal Railroad Administration in the form of grants and loans. While the application deadline just passed for the RAISE grant program, the application deadline for the Multimodal Project Discretionary Grant is May 23, 2022. The Railroad Rehabilitation and Improvement Financing Program is a low-cost loan program, with funds set-aside for smaller freight railroads.</p> <p>Extending the tracks to Cloverdale has the synergistic benefit of expanding the geographic scope of freight service, a new part of SMART's operations. There are forest products freight shippers in the Cloverdale area which could significantly add to the bottom line of SMART's freight division.</p> <p>As an alternative to grant funding, TRAC urges SMART to consider entering into a public-private partnership with a private-sector freight railroad. SMART already has a list of freight operators that are willing to provide service on its existing line. By offering an attractive contract, it may be possible to attract a railroad willing to invest its capital in upgrading the tracks to Cloverdale--and perhaps beyond to Willits, where there are many more freight shippers.</p>	
<p>I would recommend putting in a dedicated shuttle from Healdsburg and Cloverdale and Windsor. Direct NON-STOP to the Airport Station and the Santa Rosa Airport.</p> <p>Work with Local Hotels to offer pickup to hotel guests at the SMART Train Stations Most of them already have shuttle vans, they can list on their website that they pick up from the train stations</p> <p>Work with Rohnert Park Graton Casino to offer an on-demand shuttle bus pickup from the Rohnert Park station. They offer a bus pickup from San Francisco, but they don't have any way for locals from Marin or Sonoma to get to their casino without driving your car. They have supported SMART with ballot measures in the Past, so we know they like the train.</p> <p>Work with Golden Gate Transit to have an Express bus meet up with the commuter trains in the morning and evening that go from Downtown San Rafael</p>	

ATTACHMENT 3

<p>Transit Hub to San Francisco for the people who Do not want to take the ferry due to the walk to the ferry or the ferry gets them to the wrong area in San Francisco. I have seen social media posts that the Train arrives to San Rafael downtown at the same time this express bus leaves San Rafael Transit hub so no time to get to the bus before it leaves.</p> <p>Work with Golden Gate Transit for them to offer a shuttle from the Larkspur Station to the Ferry Terminal, on demand for people who cannot make the walk.</p>	
<p>Based on its current routes, The smart train was a complete waste of money. It doesn't go anywhere useful. It doesn't help alleviate traffic or cut down on use of cars because the route is so bad. If you want it to be successful you need to add more routes to it. The train should connect to the East Bay and/or Napa to the downtown. It should also go all the way to Sausalito and connect all of Marin.</p> <p>Our family has lived in Marin County for over 40+ years. Spanning three generations. Of the adults and children in three different households, none of us have used the train yet because the routes are so unusable. If you want people to use it you need to connect it to proper destinations: downtown Napa, downtown Oakland, downtown Berkeley, downtown Sonoma.</p> <p>So far that train had been a complete waste of money and resources. Please improve it. It is a laughingstock and huge disappointment to the community. Right idea, bad execution.</p>	

Planning for the Future
Representative survey results on Extensions

Question 1: What factors should SMART consider related to future extensions north to Healdsburg, Cloverdale, and east to Sonoma, Napa, and Fairfield/Suisun City in Solano County?

1. Complete the Northward extension to Cloverdale before thinking about expanding eastward (to Suisun City).
2. Connect to Amtrak & BART as you build out all the extensions.
3. The cost and sustainability of ridership gained should be considered before expanding.
4. Expanding ridership should be looked at before expanding the line.
5. Commercial and residential development at station areas should be focused on when expanding.

Question 2: How can these extensions improve existing travel conditions?

1. Extensions north and south will help cut traffic and emissions.
2. Extending to Sonoma/Napa and along the 37 will greatly improve ridership and revenue.
3. The promise of North extensions should be finished before expanding elsewhere.
4. Pairing extensions with increased frequency (more & later trains) will improve travel conditions.
5. Extensions will provide better access to travel for children, elderly, disabled and those without cars.

Question 3: How can SMART balance cost considerations of extensions with the non-monetary benefits of commuter rail such as quality of life, greenhouse gas emission reductions, efficient land use development, public health, other environmental benefits, and equity concerns?

1. Lead with equity always, that is simple. Design your system for those most in need.
2. Quality of life, GHG emission reductions, public health benefits, etc. outweigh the significant one-time construction costs. Expand the train - equity is scarce in Sonoma County, and it looks like mostly white people ride the train.
3. Having a connection from the SF Bay to Fairfield/Suisun should reduce the number of vehicles on the roadway, decreasing greenhouse gases, improving traffic safety.
4. By taking the real economic impact of greenhouse gas emissions over time in availability of fresh water, sea level rise, etc. the cost of those impacts far outweighs the cost of building stations and track.

ATTACHMENT 4

5. By not looking at the train as a money-making service, like how we don't worry about whether our roads make money or whether our police departments make money. When we look at it as a service to the people, then it's easier to balance that concern.

Question 4: Is there anything else you would like to share with us about SMART extensions?

1. Just get to Healdsburg and Cloverdale ASAP.
2. Skip Cloverdale and complete the Windsor and Healdsburg extensions and then focus on eastward expansion to Sonoma and Suisun.
3. SMART should be extended south to Corte Madera. That is a lower-cost extension which could increase ridership and provide access to the two regionally important malls nearby.
4. I really think SMART to Cloverdale, Healdsburg, and Windsor positions Sonoma County as a fine, car-free, and safer wine-tasting alternative to the car-congested, DUI-risky experience in Napa. Wineries could easily market their tasting rooms with bike rentals and/or shuttles to SMART stations. It would be a boon to restaurants and hotels and other hospitality businesses in these towns and offer packages that do not overburden neighborhoods with tourist car traffic. I think a SMART marketing plan that plays up the advantages for weekend Bay Area getaways as well as out-of-area tourists would play to SMART's strengths.
5. Nothing at all matters unless you can provide affordable transportation. Every person who I talk to still believes that it will cost \$20 per day if you want to ride the whole line round trip.