SMART BIKE PARKING UPDATE

SMART Board of Directors, October 21st, 2016
THE SMART BIKE PARKING PLAN

- Comments
  » SMART received comments from 69 responders, either by email or Facebook. There were no written comments received.
  » Largely, the comments focused on one main area
    - Adding bike parking spaces to SMART Stations at the levels recommended in the SMART Bicycle Parking Infrastructure Plan before the train starts

- Additional Comments
  » Add more secure bike parking spaces at each station
  » Questions regarding the methodology to determine the number of needed spaces at each station: comments included both more and less needs based on a variety of factors.
# THE SMART BIKE PARKING PLAN

<table>
<thead>
<tr>
<th>SMART Station (IOS)</th>
<th>Tier</th>
<th>Secure</th>
<th>Short Term</th>
<th>High Volume</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sonoma County Airport</td>
<td>Tier 1</td>
<td>4</td>
<td>10</td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>Santa Rosa North</td>
<td>Tier 1</td>
<td>4</td>
<td>10</td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>Santa Rosa Downtown</td>
<td>Tier 3</td>
<td>8</td>
<td>20</td>
<td>TBD</td>
<td>28, with option to expand</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>Tier 1</td>
<td>4</td>
<td>10</td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>Cotati</td>
<td>Tier 2</td>
<td>8</td>
<td>20</td>
<td></td>
<td>28</td>
</tr>
<tr>
<td>Petaluma Downtown</td>
<td>Tier 3</td>
<td>8-12</td>
<td>36</td>
<td>TBD</td>
<td>44-48, with option to expand</td>
</tr>
<tr>
<td>Novato San Marin</td>
<td>Tier 2</td>
<td>8</td>
<td>20</td>
<td></td>
<td>28</td>
</tr>
<tr>
<td>Novato Hamilton</td>
<td>Tier 1</td>
<td>4</td>
<td>10</td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>San Rafael Marin Civic Center</td>
<td>Tier 2</td>
<td>8</td>
<td>20</td>
<td></td>
<td>28</td>
</tr>
<tr>
<td>San Rafael Downtown</td>
<td>Tier 3</td>
<td>20</td>
<td>60</td>
<td></td>
<td>80, high volume as possible</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>56-60</strong></td>
<td><strong>176</strong></td>
<td></td>
<td><strong>292-296</strong></td>
</tr>
</tbody>
</table>

| Larkspur (2018)                  | Tier 3 | 8      | 20         | TBD         | 28, with option to expand |
DAY 1 VS. BUILDING THE SMART BIKE PARKING INFRASTRUCTURE PLAN

- Due to funding constraints, the Station Finishes Contract, awarded in 2012, included 5 U-Racks per station, or, spaces for 10 bicycles to be parked.

- To buildout the Bike Parking Plan, the remaining needs for
  - The 10 IOS Stations:
    - Secure Bike Parking Spaces: 60 spaces, spread over 9 stations
    - Short Term Spaces (U-Rack Spaces): 76 spaces
    - High Volume Facilities: 3, for Santa Rosa Downtown, Petaluma Downtown, and San Rafael Downtown Stations
  - The Larkspur Station (2018):
    - Secure Bike Parking Spaces: 8 spaces
    - Short Term Spaces (U-Rack Spaces): 20 spaces
    - High Volume Facilities: 1, for the Larkspur Station
COST TO ACHIEVE THE BASELINE RECOMMENDATION

- The 10 IOS Stations:
  - Secure Bike Parking Spaces: 60 spaces, spread over 9 stations
    - $261,669 (including 5 years of O&M)
  - Short Term Spaces (U-Rack Spaces): 76 spaces
    - $18,240
  - High Volume Facilities: 3, for Santa Rosa Downtown, Petaluma Downtown, and San Rafael Downtown Stations
    - $334,800

- TOTAL PROGRAM COST
  - $614,714
COST FOR THE LARKSPUR EXTENSION

- The Larkspur Station (2018):
  - Secure Bike Parking Spaces: 8 spaces
    - $34,890
  - Short Term Spaces (U-Rack Spaces): 20 spaces
    - $4,800
  - High Volume Facilities: 1, for the Larkspur Station
    - $111,600

- TOTAL PROGRAM COST
  - $151,290
FUNDING SOURCES?

- Transportation Fund for Clean Air (TFCA) Fund
  - Bay Area Air Quality Management District (BAAQMD or the Air District) accepts applications twice a year (last funding cycle was in June 2016)
    - 100k max funding
    - Requires a 10% match
    - O&M costs are not eligible
    - SMART can contact BAAQMD directly, to inquire about a special case for out of cycle regional funds to support the new rail corridor.
  - TFCA County Program Manager Fund (TAM and SCTA)
    - SMART can submit an application for the TFCA County Program Manager Fund in either Sonoma or Marin depending on the station location.
    - The call for projects vary based on the TAM and SCTA's schedule.
      - TAM issues a Multi-Fund call for projects to program TFCA and TDA Article 3 funds together. In June of 2015, $661,000 was available for bicycle and pedestrian projects in Marin.
      - SCTA programs these funds annually. Match amounts and minimums can vary based on the agency that is administering funds,
    - Typically, the County Program Manager Funds are more heavily subscribed than the Regional Fund.
FUNDING SOURCES?

- Transportation Development Act (TDA) Article 3
  - In Marin County, TAM administers these funds
  - In Sonoma County, agencies apply directly to the Metropolitan Transportation Commission (MTC).
  - No matching requirements
  - Required to meet Caltrans safety design criteria and CEQA requirements,
  - Implementation must occur within three years,
  - Must be maintained,
  - Must be consistent with any local adopted bicycle plans, and be authorized by a governing council or board.
    - SMART would need to adopt the SMART Bicycle Parking Infrastructure Plan
FUNDING SOURCES?

- Sonoma County Measure M (SCTA)
- Marin County Measure A (TAM)
- One Bay Area Grant 2 (OBAG 2) (MTC, TAM, SCTA)
  - The call for projects is occurred in summer of 2016 with the final projects due to MTC in January 2017.

- Partnerships
  - Partner with local Business Improvement Districts (BIDs) or other local merchant coalitions to sponsor bicycle parking as part of the local neighborhood benefits program.
  - Partner with local advocacy groups for special event and short-term weekday valet bicycle storage.

- Sponsorship Packages/Advertising
  - Invite local businesses and employers to purchase sponsorship packages for long-term bicycle parking.
  - Solicit in-kind donations of space and/or services from local businesses.