

Board of Directors Meeting: November 20, 2024 – Public Comments

Date	Name	2. Approval of October 16, 2024 Board Meeting Minutes
		None
Date	Name	6. Public Comment on Non-Agenda Items
		None
Date	Name	7. Consent a. Accept Monthly Ridership Report – October 2024 b. Approve Monthly Financial Status Report – September 2024 c. Authorize the General Manager to execute Amendment No. 6 to Contract No. OT-PS-16-004 with Masabi, LLC in an amount of \$67,750 for a not-to-exceed amount of \$563,170 d. Authorize the General Manager to execute Amendment No. 2 to Contract No. FR-SV-22-009 with Summit Signal, Inc. in an amount of \$93,240 for a total not-to-exceed amount of \$244,824
		None
Date	Name	8. Adopt a Resolution to Authorize the General Manager to execute Sole-Source Contract No. OP-SV-24-007 with Knorr Brake Company LLC to perform railcar air brake and air supply unit overhaul services in the amount-not to-exceed \$1,803,664 – <i>Presented by Chief Operating Officer, Marc Bader</i>
		None
Date	Name	9. Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) Update – <i>Presented by Planning Manager, Emily Betts</i>
		None
Date	Name	10. Draft Fiscal Year 2025 – Fiscal Year 2030 Strategic Plan – <i>Presented by Planning Manager, Emily Betts</i>
November 14, 2024	Patrick Seidler Matthew Hartzell WTB-TAM	Attached



November 14, 2024

Sonoma Marin Area Rail Transit District
5401 Old Redwood Hwy. Suite 200
Petaluma, CA 94954

RE: November 19, 2024 SMART Board of Director's Meeting Agenda Item on SMART Draft 2025-2029 Strategic Plan

Dear Sonoma Marin Area Rail Transit District,

WTB-TAM has participated in the Strategic Plan process every step of the way, and we are pleased to see that many of our previous recommendations have been included in the Draft Plan. We commend SMART for the open and transparent process that has characterized the development of the 2025-2029 Strategic Plan to date. It is a significant improvement over the processes that characterized the 2015-2019 and 2019-2024 Strategic Plans.

This letter contains additional recommendations to make the Final Draft of the 2025-2029 Strategic Plan even stronger than the Draft Plan. Our recommendations are summarized immediately below in the EXECUTIVE SUMMARY. Following that, our recommendations are laid out in more detail in order the page number to which they refer in the Draft Plan. Finally, at the end of this letter there is attached an *Appendix* containing *Exhibits A through F* as referenced in the body of this letter.

EXECUTIVE SUMMARY

WTB-TAM recommends the following additions to the SMART 2025-2029 Strategic Plan:

- **On Page 29, under PATHWAYS Strategy 9 — “Develop plans for future pathway segments and enhancements” — add the following actions:**
 - For the Water Street Pathway segment in Petaluma, in addition to feasibility study and conceptual planning, add that this segment should be brought to shovel-ready status
 - Add the Copeland Street and Hopper Street Pathway segments in Petaluma for feasibility study, conceptual planning, and shovel-ready status
 - Add the SMART Pathway parallel to the SMART Railway from Haystack Landing Bridge in Sonoma County to Novato San Marin Station in Marin County for feasibility study and conceptual planning

DRAFT PLAN PAGE 5

Page 5 of the Draft 2025-2029 Strategic Plan references versions of the Strategic Plan that preceded it, including the 2009-2014 Strategic Plan. We would like to call out the following passage on page 9 of the 2009-2014 Strategic Plan (see *Appendix Exhibit A*).



“The project includes a bicycle and pedestrian trail parallel to the entire length of the railroad between Cloverdale and Larkspur...SMART will provide a bicycle/pedestrian pathway along the SMART rail corridor linking the 14 train stations” – page 9

This letter references the above passage again in our recommendations for Page 29 of the Draft 2025-2029 Strategic Plan.

DRAFT PLAN PAGE 16

Page 16 of the Draft 2025-2029 Strategic Plan references the 1994 Marin County North – South Bikeway Feasibility Study as the vision document for what would later become the SMART Pathway (as well as the North – South Greenway and the southernmost portion of the Great Redwood Trail). We would like to call out two passages from Page 16 of the Draft 2025-2029 Strategic Plan in particular:

“SMART’s Pathway aligns with the portion of the North-South Greenway from its northernmost extent in Unincorporated Marin County to Larkspur”

“SMART’s continued progress on the Pathway is helping to close remaining gaps and deliver on the long-envisioned connection to the North-South Greenway.”

The pathway alignment as envisioned in the 1994 Marin County North – South Bikeway Feasibility Study does not end in Novato. The northernmost two segments in the 1994 Study (Segments 23 and 24) show the **planned pathway continuing north of the Novato City Limits and the present-day location of the SMART Novato San Marin Station along the railroad right-of-way** (see *Appendix Exhibit B*). Segment 23 takes the pathway from the intersection of Redwood Boulevard and San Marin Drive to near Binford Road and Airport Road and Segment 24 takes it the remainder of the way to the Marin - Sonoma County Line.

The Draft 2025-2029 Strategic Plan references closing the remaining gaps in the North – South Greenway as envisioned in the 1994 Marin County North – South Bikeway Feasibility Study. We interpret this to mean that **SMART is committed to closing the gap in the SMART Pathway from Novato San Marin Station to the Sonoma County Line, thus providing an all-ages-and-abilities alternative to the existing on-street bicycle route along San Antonio Road with a posted speed limit of 55 mph.** This letter references the above passages from Page 16 of the Draft Strategic Plan again in our recommendations for Page 29 of the Draft 2025-2029 Strategic Plan.

DRAFT PLAN PAGE 17

Page 17 of the Draft 2025-2029 Strategic Plan references several Active Transportation Plans and Bicycle and Pedestrian Master Plans in the cities and counties through which the SMART Pathway passes. Included amongst these Plans are:

- The Sonoma County Bicycle and Pedestrian Plan
- The Petaluma Bicycle and Pedestrian Master Plan



While both the aforementioned Plans have updates currently underway, we would like to reference the most recently published versions of these Plans, which are currently on the books.

The Sonoma County Bicycle and Pedestrian Plan (last updated in 2010) includes under “High Priority Projects” a Class I pathway by the name “SMART Rail Trail,” which runs along the SMART railroad right-of-way south of Petaluma to the Marin – Sonoma County Line (see *Appendix Exhibit C*).

The Petaluma Bicycle and Pedestrian Master Plan (last updated in 2018) contains a Class I pathway along the SMART railroad right-of-way from the SMART Petaluma Downtown Station southwards, past the southern Petaluma City limits, across the Haystack Landing Bridge, and continuing south along the SMART railroad right-of-way towards the Marin – Sonoma County Line (see *Appendix Exhibit D*).

This letter references the above two Plans again in our recommendations for Page 29 of the Draft 2025-2029 Strategic Plan.

DRAFT PLAN PAGE 29

The section PATHWAYS on Page 29 of the Draft 2025-2029 Strategic Plan outlines strategies and actions to achieve the goal of completing, maintaining, and enhancing the SMART Pathway. Strategy 9 — “Develop plans for future pathway segments and enhancements” — contains the following recommended action:

- Evaluate the feasibility and conceptual planning for those future segments of the Pathway that were not originally environmentally cleared as part of the SMART Rail and Pathway project, for example:
 - Puerto Suello Pathway in San Rafael
 - Water Street Pathway between Oak Street and Lakeville Street in Petaluma
 - 1st Street to the County Line between Cloverdale and Mendocino County

We suggest that the Puerto Suello Pathway segment does not belong in this category because it has already advanced beyond the feasibility and conceptual planning stage. In fact, SMART just recently issued an RFP for the design work on this segment on October 31, 2024, and the contract to bring this segment to shovel-ready status will be approved by February 19, 2025.

As for the Water Street segment in Petaluma, we suggest that in addition to feasibility and conceptual planning, the 2025-2029 Strategic Plan commits to bringing this segment all the way to shovel-ready status (at least 30% design, environmental clearances, and environmental permits).

In addition to the Water Street segment, we recommend that the 2025-2029 Strategic Plan commit to bringing two more pathway segments in Petaluma to shovel-ready status:

- **The SMART Pathway parallel to Copeland Street through the Petaluma Transit Mall as well as a Pathway encircling the SMART-owned block south of the Petaluma Downtown SMART Station** (i.e. the site of the possible future SMART headquarters and multi-use development)



- **The SMART Pathway parallel to the SMART Railway along Hopper Street from D Street to the portion of the Petaluma River Park east of McNear Channel**

Petaluma has long been the most glaring gap in the SMART Pathway system. It is the only city on the SMART Pathway network where the original EIR did not include an off-street pathway, leaving the SMART Pathway to follow an on-street alignment instead. The citizens of Petaluma have long felt neglected by SMART as a result of this decision. As SMART looks towards its approaching sales tax extension, it is vital that SMART earn back the trust of voters in Petaluma and make progress on the unbuilt segments of the SMART Pathway in that city, as laid out in Measure Q, the 2009-2014 Strategic Plan (see *Appendix Exhibit A*), the Sonoma County Bicycle and Pedestrian Plan (see *Appendix Exhibit C*), and the Petaluma Bicycle and Pedestrian Master Plan (see *Appendix Exhibit D*).

Fortunately for SMART, the task of completing the SMART Pathway through Petaluma does not fall on SMART’s shoulders alone. Portions of the SMART Pathway in Petaluma are being planned, funded, and implemented by other agencies including the City of Petaluma, the Petaluma River Park Foundation, and the developer of Oyster Cove. Collectively, the pathway segments being implemented by the aforementioned parties plus SMART’s portions of the SMART Pathway in Petaluma will realize a fully complete and connected SMART Pathway system in the City of Petaluma (see *Appendix Exhibit E*).

Returning to the pathway segments recommended for feasibility study and conceptual planning under PATHWAYS Strategy 9 on Page 29 of the Draft 2025-2029 Strategic Plan, we agree with the inclusion of the segment from 1st Street in Cloverdale to the Mendocino County Line in this category. This addresses a key gap in the Great Redwood Trail that is not being built by the Great Redwood Trail Authority, whose mandate for pathway implementation is limited to north of the Mendocino County Line.

In addition to the 1st Street to Mendocino County Line segment, we also recommend the following SMART Pathway segment be added to the list of pathway segments for feasibility study and conceptual planning under PATHWAYS Strategy 9 on Page 29 of the 2025-2029 Strategic Plan:

- The SMART Pathway parallel to the SMART Railway from Haystack Landing Bridge in Sonoma County to Novato San Marin Station in Marin County

The gap in the SMART Pathway between Petaluma and Novato is the largest remaining unplanned gap in the SMART Pathway network between Larkspur and Cloverdale. The current alignment — along San Antonio Road and South Petaluma Boulevard — is not a “pathway” at all, but an on-street route with no accommodation for pedestrians, and which provides bicyclists with no protection from cars traveling at posted speed limits of 55 mph.

As outlined in our letter above, the SMART Pathway along the SMART Railroad between Petaluma and Novato is called for in the following documents, all of which are referenced in the Draft 2025-2029 Strategic Plan:

- The SMART 2009-2014 Strategic Plan (see *Appendix Exhibit A*), referenced on Page 5 of the Draft 2025-2029 Strategic Plan



- Segments 23 and 24 of the 1994 Marin County North – South Bikeway Feasibility Study (see *Appendix Exhibit B*), referenced on Page 16 of the Draft 2025-2029 Strategic Plan
- The Sonoma County Bicycle and Pedestrian Plan (see *Appendix Exhibit C*), referenced on Page 17 of the Draft 2025-2029 Strategic Plan
- The Petaluma Bicycle and Pedestrian Master Plan (see *Appendix Exhibit D*), referenced on Page 17 of the Draft 2025-2029 Strategic Plan

By following the above recommendations, SMART will honor its promise to the voters of Marin and Sonoma Counties who passed Measure Q in 2008, and go a long way towards cementing public support for a future sales tax extension when it goes before the voters again. The 2025-2029 Strategic Plan, which will be in effect when the sales tax extension likely goes before the voters in 2028, must do as much as possible to fulfill SMART's promise to the voters and complete the SMART Pathway.

Respectfully submitted,

Patrick Seidler
President, WTB-TAM

Matthew Hartzell
Director of Planning, WTB-TAM

Appendix

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Exhibit C: SCTA Sonoma County Bicycle and Pedestrian Plan (2010)Page 11

Exhibit D: Petaluma Bicycle and Pedestrian Master Plan (2018)Page 12

Exhibit E: Pathway Segments to Complete the SMART Pathway in Petaluma.....Page 13

STRATEGIC PLAN OVERVIEW

The Strategic Plan is to serve as a guide for the construction and operation of a passenger train system and ancillary bicycle/pedestrian pathway along the existing, publicly owned Northwestern Pacific Railroad (NWP) right-of-way. The SMART project is to extend from Cloverdale in Sonoma County to Larkspur in Marin County.

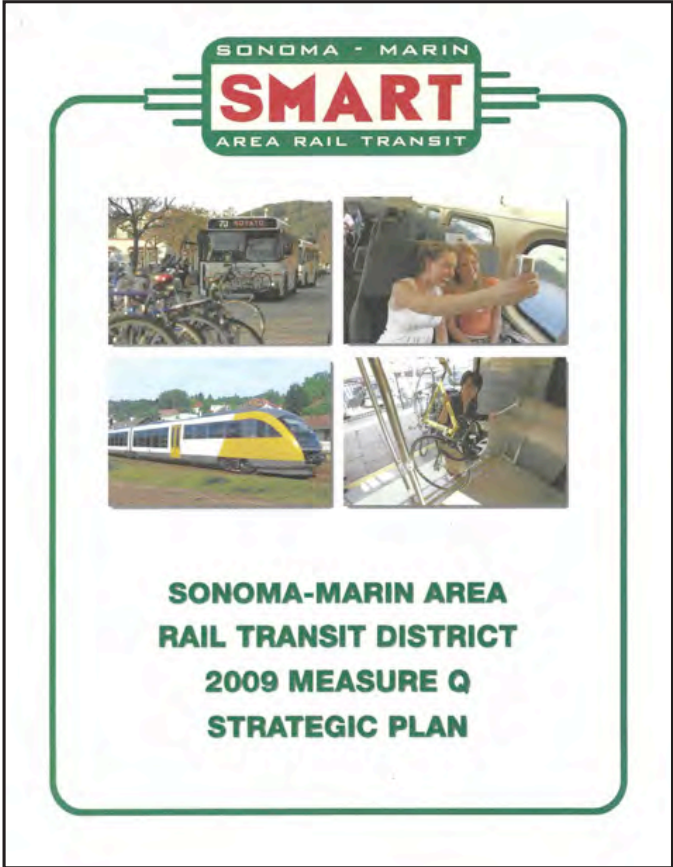
- page 2

Pathway along the entire length of the railroad right-of-way

Measure Q revenues will be used to provide funding for the design, construction, implementation operation, financing, maintenance and management of passenger rail service and a bicycle/pedestrian pathway from Cloverdale in Sonoma County to a ferry terminal in Larkspur in Marin County that connects to San Francisco. The revenue from the tax can only be spent on project elements listed in the Expenditure Plan, including:

1. Weekday and weekend passenger rail service.
2. A parallel bicycle/pedestrian pathway.
3. Fourteen rail stations from Cloverdale to Larkspur (9 in Sonoma County, 5 in Marin County).
4. Rehabilitation and upgrading of the existing Northwestern Pacific Railroad (NWP) corridor from Cloverdale to Larkspur, including new passenger train passing sidings.
5. A maintenance facility in either Cloverdale or Windsor.
6. Shuttle service at selected stations.

- pages 6-7



1.3 PROJECT DESCRIPTION

1.3.1. Project Description

The project includes a bicycle and pedestrian trail parallel to the entire length of the railroad between Cloverdale and Larkspur.

1.3.2 Project Components: Capital Improvements

E. Providing for a Bicycle/ Pedestrian Pathway: SMART will provide a bicycle/pedestrian pathway along the SMART rail corridor linking the 14 train stations and ongoing annual maintenance of the pathway.

- page 9

Segment 23

A. Short-Term Alignment

Location: Northern Novato
From: Intersection of Redwood Boulevard and Marin Drive/Atherton Avenue
To: Highway 101 near Airport Road
Alignment Map: Figure 33

From Redwood Boulevard, northbound cyclists would cross the railroad and highway on Atherton Avenue, where bike lanes already exist. The existing signal loops at the intersection of Redwood Boulevard and Atherton Avenue are Type A. To improve bicycle accessibility, these loops would need to be replaced with Type D head loops, which would be sensitive to bicycles.

From Atherton Avenue, cyclists would turn on to Binford Road, which is a low volume roadway that would be appropriate as a bike route. A cyclists' entry onto Highway 101 is necessary at the end of Airport Road, similar to a facility that already exists on the west side of Highway 101 for southbound cyclists.

Southbound cyclists travel south on Highway 101 to this existing entry, which is a gap in the fence overgrown with weeds. This entry should be improved, but it already provides access from Highway 101 to Redwood Boulevard, which would provide southbound cyclist access to Novato.

Recommendations:

- a. Replace the signal loops at Redwood Boulevard/Atherton Avenue with Type D head loops.
- b. Improve the cyclists' entry from Highway 101 to Redwood Boulevard by removing weeds and debris from the area, and repaving the Bikeway that connects from the highway to Redwood. The area to be improved is shown in Figure 34.
- c. Build a cyclists' entry onto Highway 101 at the end of Airport Road, similar to a facility that already exists on the west side of Highway 101 for southbound cyclists. This will require paving of a bike path from the end of Airport Road, as shown in Figures 34 and 35.

Costs:

**Segment No. 23 -- Short-Term Alignment
Total Length 8,900 L.F.**

Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Earthwork/Base Material	70	C.Y.	\$40.00	\$2,800
2	Asphalt Concrete Pavement (0.2')	5,600	S.F.	\$1.50	\$8,400
3	Traffic/Bike Lane Stripe	600	L.F.	\$0.80	\$480
4	Signal Loop	1	EA.	\$500.00	\$500
5	Clearing and Grubbing	1	L.S.	\$2,000.00	\$2,000
Sub-Total					\$14,180
15% Design Cost					2,127
20% Contingency					2,836
Total Cost					\$19,143

B. Long-Term Alignment

Location: Northern Novato
From: Northwest Pacific Railroad Right-of-Way at Atherton Avenue
To: Northwest Pacific Railroad Right-of-Way near Airport Road
Alignment Map: Figure 33

From Atherton Avenue, the bike path would continue in the NWPRR right-of-way north to Airport Road.

The NWPRR/Binford Road undercrossing of Highway 101 just north of Atherton Avenue serves as the access to and from Mount Burdell for equestrians in the Bugcia Lane/Black Point/Green Point area. Equestrian access under this overpass would need to be preserved if a bike path is built, and sufficient area to accommodate both equestrians and bikes appears to exist.

Recommendation:

- a. Pave a bike path in the NWPRR right-of-way between Atherton Avenue and Airport Road.

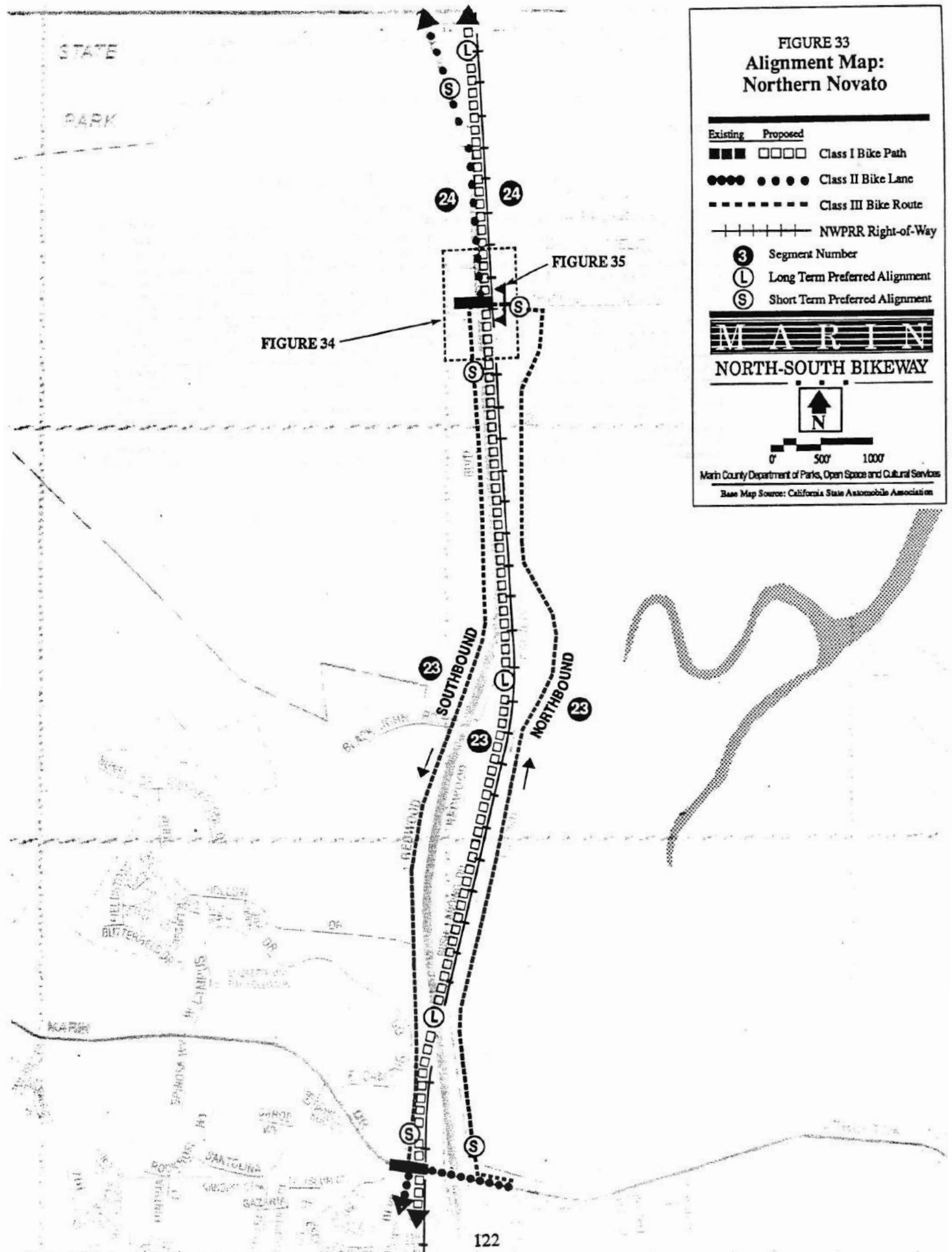
NOVEMBER 1994

MARIN COUNTY NORTH-SOUTH BIKEWAY FEASIBILITY STUDY
BIKEWAY ALIGNMENTS

Costs:

**Segment No. 23 -- Long-Term Alignment
Total Length 4,700 L.F.**

Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Earthwork/Base Material	3,500	C.Y.	\$40.00	\$140,000
2	Asphalt Concrete Pavement (0.2")	56,400	S.F.	\$1.50	\$84,600
3	Traffic/Bike Lane Stripe	4,700	L.F.	\$0.80	\$3,760
4	Fencing	4,700	L.F.	\$20.00	\$94,000
Sub-Total					\$322,360
15% Design Cost					48,354
20% Contingency					64,472
Total Cost					\$435,186



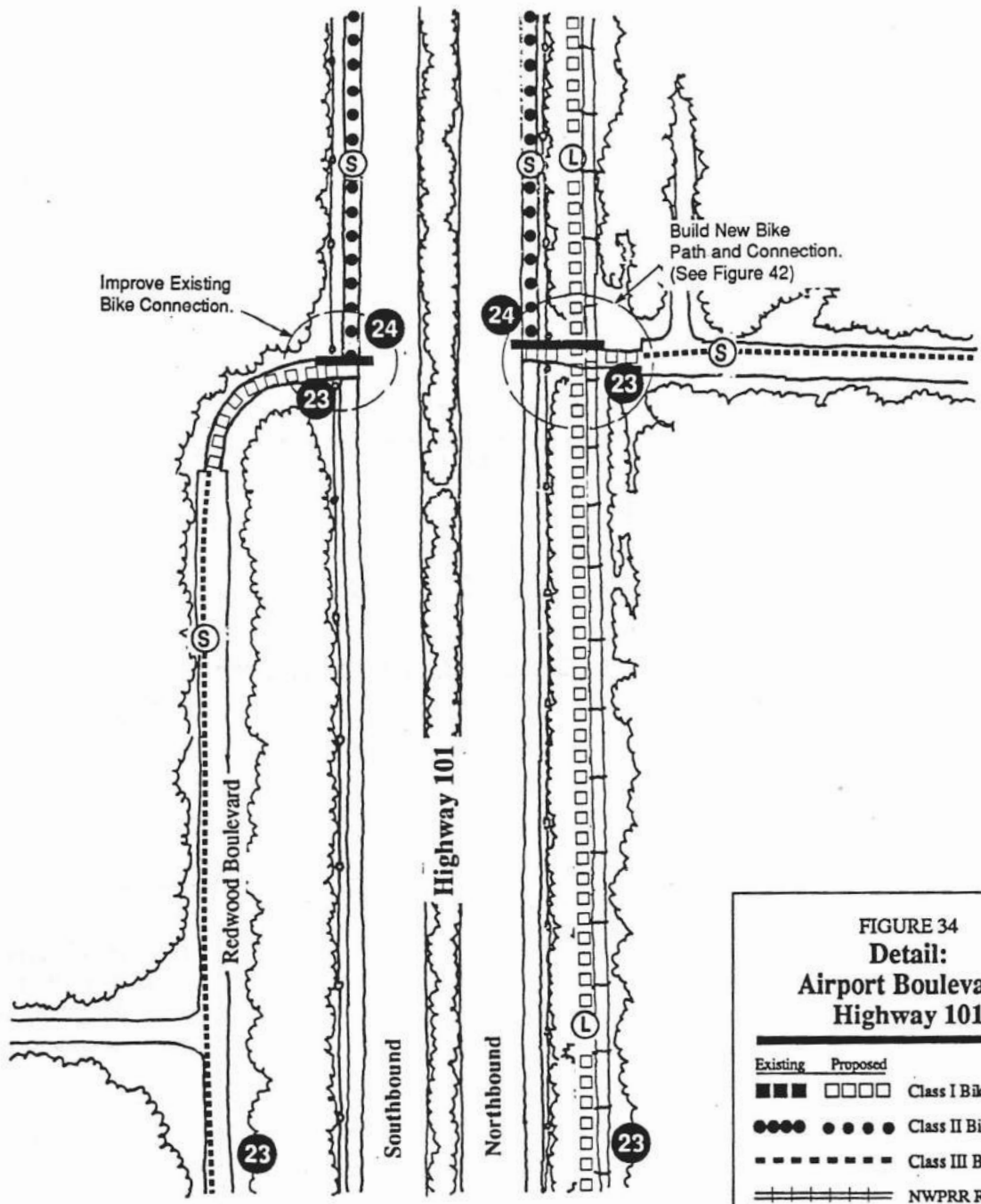


FIGURE 34
Detail:
**Airport Boulevard/
 Highway 101**

Existing	Proposed	
■ ■ ■ ■	□ □ □ □	Class I Bike Path
● ● ● ●	● ● ● ●	Class II Bike Lane
- - - - -	- - - - -	Class III Bike Route
		NWPRR Right-of-Way
③		Segment Number
Ⓛ		Long Term Preferred Alignment
Ⓢ		Short Term Preferred Alignment

MARIN
 NORTH-SOUTH BIKEWAY

↑
 N

0' 25' 50' 100'

Marin County Department of Parks, Ocean Space and Cultural Services
 Source: Brady and Associates

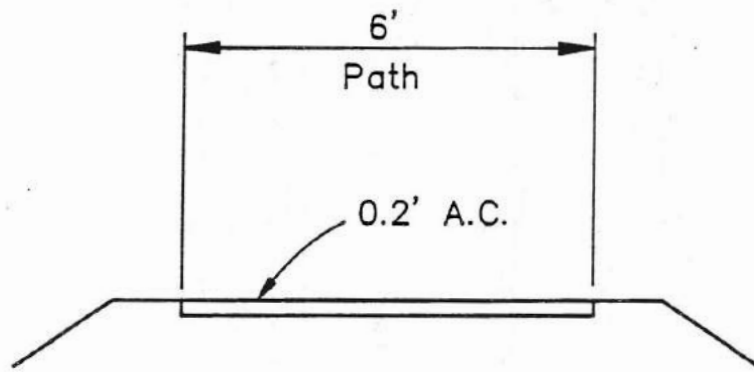


FIGURE 35
Section: Connector Path
Airport Boulevard/
Highway 101



Scale: Schematic, dimensions noted where appropriate
Marin County Department of Parks, Open Space and Cultural Services
Source: Coastal Civil Engineering Inc.

Segment 24

A. Short-Term Alignment

Location: Marin County north of Novato
From: Highway 101 near Airport Road
To: Marin/Sonoma County Line
Alignment Map: Figure 33

From Airport Road, the Short-Term Alignment would continue as bike lanes on the shoulders of Highway 101, which extends to the County line and into Petaluma. Cyclists are already allowed to ride on the shoulders of the Highway, and they would continue to do so until the Long-Term Alignment is constructed.

Recommendation: No changes are needed.

Costs: None.

B. Long-Term Alignment

Location: Marin County north of Novato
From: Northwest Pacific Railroad Right-of-Way near Airport Road
To: Marin/Sonoma County Line
Alignment Map: Figure 33

From Airport Road, the bike path would continue in the NWPRR right-of-way north to the Sonoma County line, and ultimately to Petaluma. This segment would only be useful if it could be built in conjunction with a project in Sonoma County that would connect to Petaluma or to another bikeway.

North of Airport Road, the right-of-way traverses some wetland areas, so construction of the Bikeway might require some fill and appropriate mitigation.

Recommendation:

- a. Pave a bike path in the NWPRR right-of-way between Airport Road and the Sonoma County line, with an ultimate connection to Petaluma.

Costs:

**Segment No. 24 -- Long-Term Alignment
Total Length 27,000 L.F.**

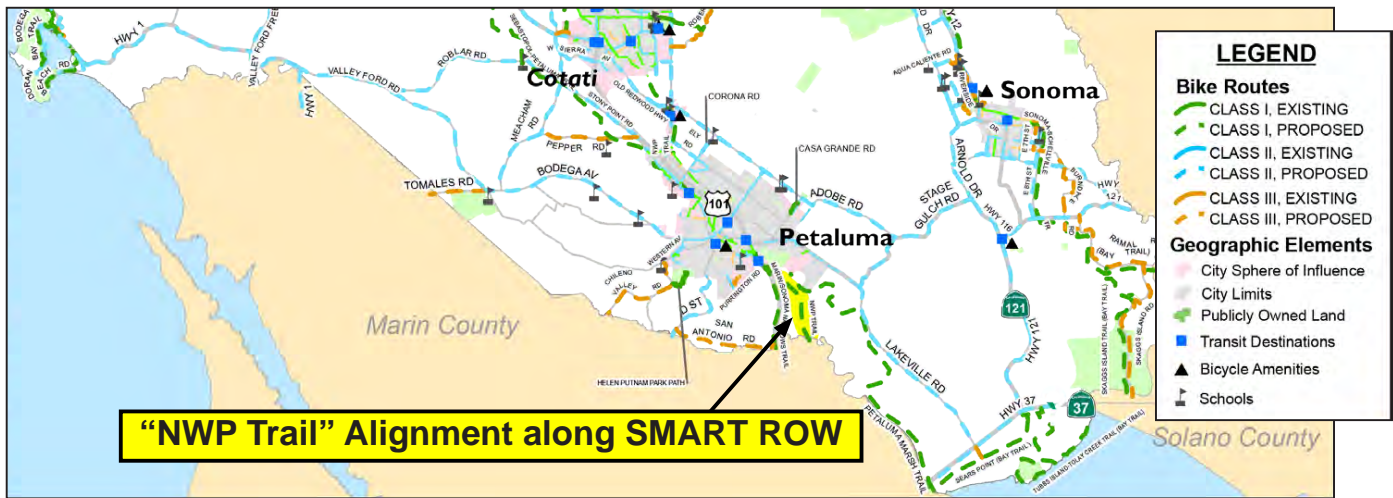
Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Earthwork/Base Material	14,300	C.Y.	\$40.00	\$572,000
2	Asphalt Concrete Pavement (0.2')	324,000	S.F.	\$1.50	\$486,000
3	Traffic/Bike Lane Stripe	27,000	L.F.	\$0.80	\$21,600
4	Fencing	27,000	L.F.	\$20.00	\$540,000
Sub-Total					\$1,619,600
15% Design Cost					242,940
20% Contingency					323,920
Total Cost					\$2,186,460

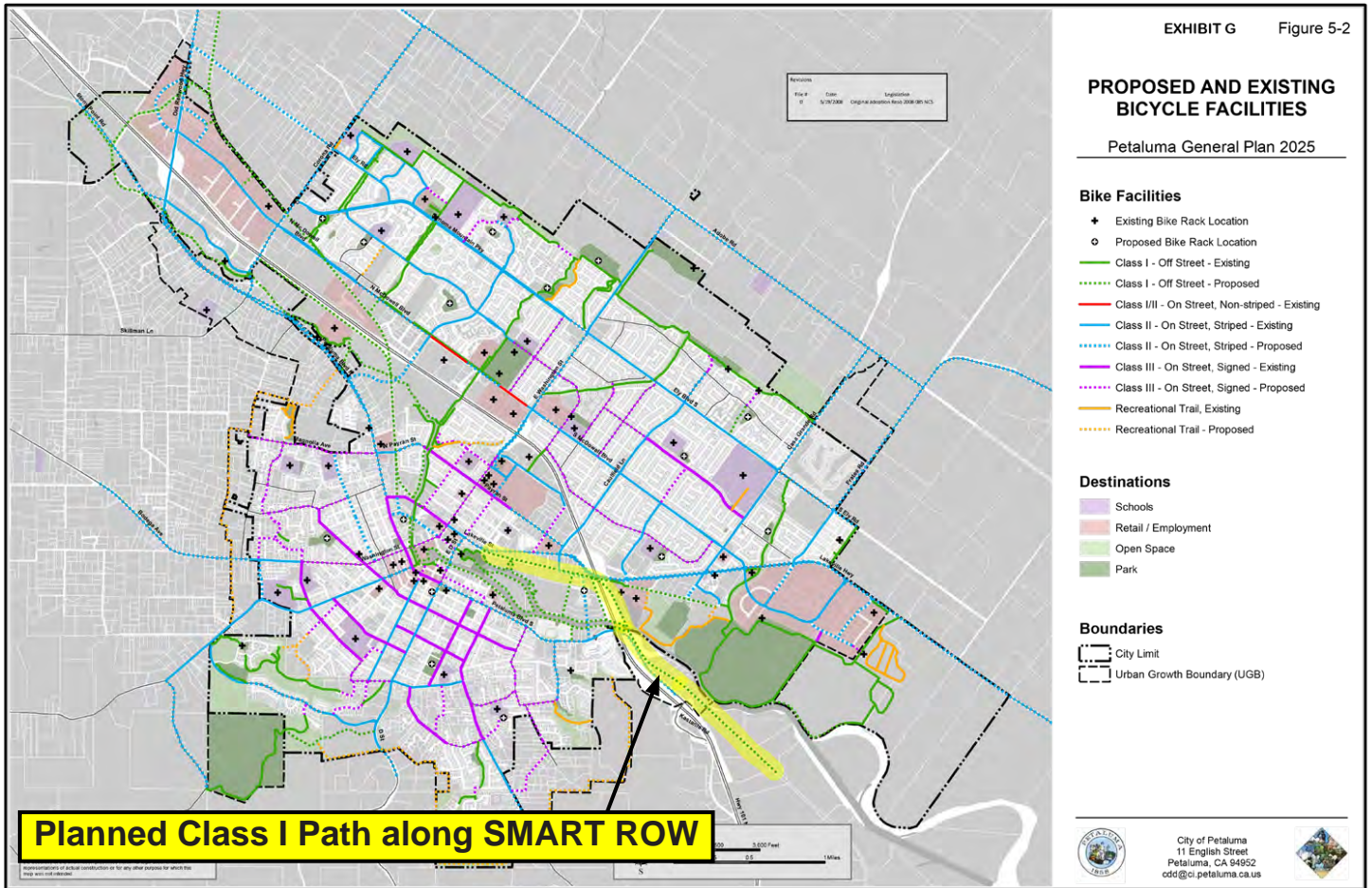
2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

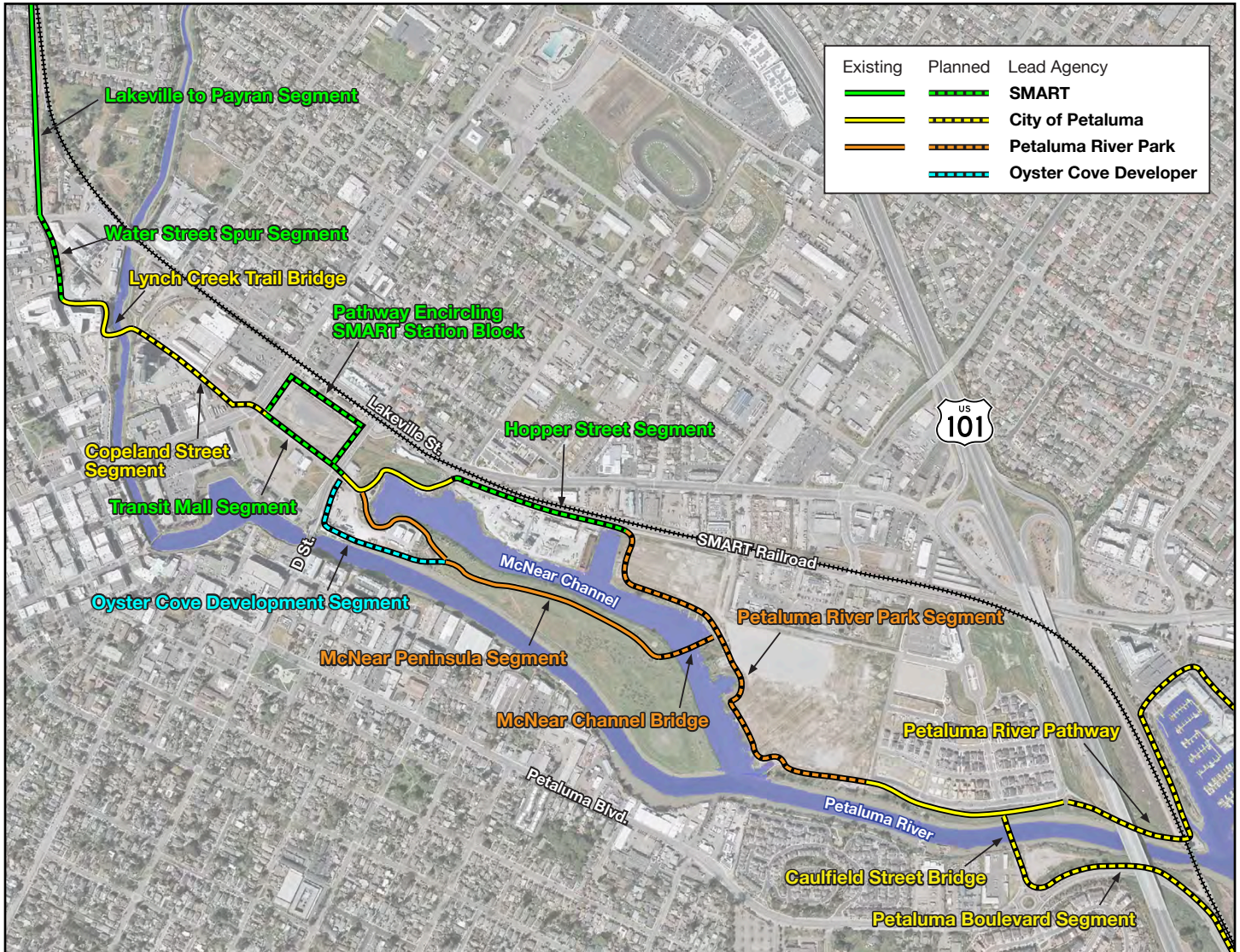
Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
SMART Rail Trail	Petaluma	2	88G	Class I	Marin Co. Line	Petaluma City Limits	3.67	\$ 400,000	\$1,470,000	Principal north / south connection between Sonoma and Marin counties. Regional Network.
Sonoma County Bay Trail	Petaluma	2	206F	Class I	State Hwy. 121	Port Sonoma	4.61	\$ 400,000	\$1,845,000	Sears Point Trail. Segments I and II of the Bay Trail.

“SMART Rail Trail” Pathway alignment on SMART ROW

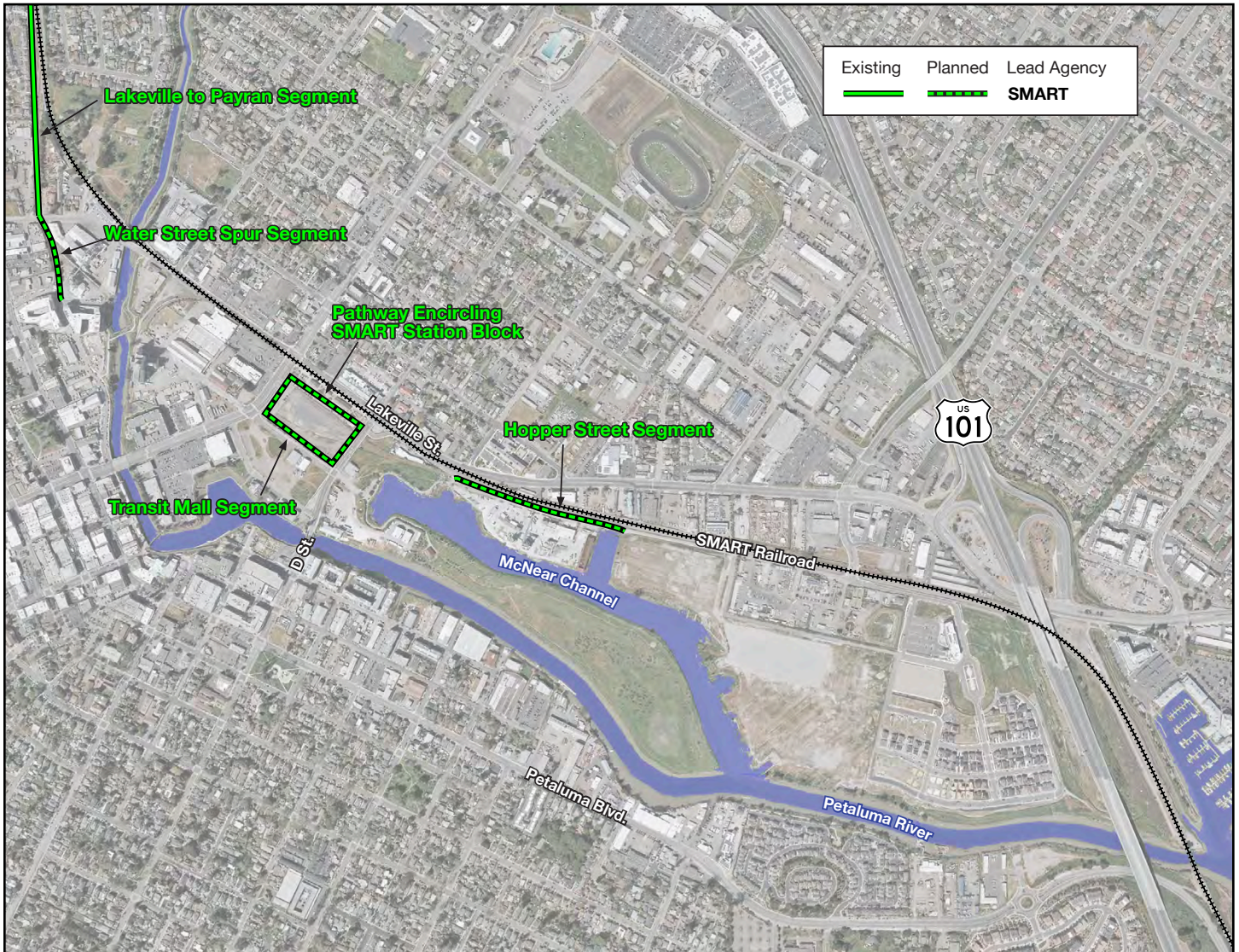




Pathway Segments to Complete the SMART Pathway in Petaluma and the Agencies Responsible for Each Segment



Pathway Segments to Complete the SMART Pathway in Petaluma (SMART SEGMENTS ONLY)



Conceptual Plans for the Petaluma River Park (2024)

