



BOARD OF DIRECTORS MEETING

March 15, 2023 – 1:30 PM

5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

The SMART Board of Directors Meeting will facilitate using a dual format with listening and participation available through Zoom and in-person. SMART provides several remote methods for viewing the SMART Board Meetings and providing Public Comment.

HOW TO WATCH THE LIVE MEETING USING THE ZOOM

<https://sonomamarintrain-org.zoom.us/j/84027626337?pwd=aEk4emhwZFBjWXpIUjJ2dGNqWDBZQT09>

Webinar ID: 840 2762 6337

Passcode: 779194

TELECONFERENCE

Members of the public wishing to participate via teleconference, can do so by dialing in to the following number the day of the meeting: +1 669 900 6833; Access Code: 840 2762 6337; Passcode: 779194

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To view the meeting, select “View Event” at the time of the meeting.

HOW TO PROVIDE COMMENTS ON AGENDA ITEMS

Prior To Meeting:

Technology limitations may limit the ability to receive verbal public comments during the meeting. If you wish to make a comment you are strongly encouraged to please submit your comment to SMART by 5:00 PM on Tuesday, March 14, 2023. Use the following link to submit your comment on agenda items: <https://www.surveymonkey.com/r/SMARTBoardComments>

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.

BOARD OF DIRECTORS MEETING AGENDA

MARCH 15, 2023

5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

1. Call to Order
2. Approval of the February 15, 2023 Board Meeting Minutes
3. Elections of Chairperson and Vice-Chairperson for Two (2) Year Terms – *Presented by Chair Rabbitt*
4. Board Member Announcements
5. General Manager’s Report
6. Public Comment on Non-Agenda Items

Consent Calendar

- 7a. Accept Monthly Ridership Report – February 2023
- 7b. Approval of Monthly Financial Reports – January 2023
- 7c. 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

Regular Calendar

8. Planning for the Future – Freight (Discussion Only) - *Presented by General Manager Cumins*
9. Closed Session
 - a. Conference with Legal Counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a); Number of cases: Two (2) cases: Filemon Hernandez, et al. v. Sonoma-Marín Area Rail Transit District (SMART) – United States District Court for the Northern District of California - CIV No. 4:21-cv-01782; and Dennis Muelrath, et al. v. Sonoma-Marín Area Rail Transit District -- Superior Court of California, County of Sonoma - SCV-271787
 - b. 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
11. Next Regular Meeting of the Board of Directors, April 19, 2023 – 1:30 PM - 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
12. Adjournment

DISABLED ACCOMODATIONS: Upon request, SMART will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, service, or alternative format requested at least two (2) days before the meeting. Requests should be emailed to *Leticia Rosas, 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 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

1. Call to Order

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

2. Approval of the February 1, 2023, Board Meeting Minutes

MOTION: Director Rogers moved approval of February 1, 2023; Board Meeting Minutes as presented. Director Lucan second. The motion carried 9-0 (Directors Colin and Rabbitt absent)

3. Board Members Announcements

Director Fudge announced that on March 2nd at 5:30 the Town of Windsor will host the ribbon cutting ceremony to celebrate the completion of the Windsor Roundabout at the corner of Windsor Road and Windsor River Road.

Director Lucan stated that the incident that occurred in Novato on Friday was difficult. He expressed condolences to the family and appreciation to the entire SMART staff, first responders, and the City of Novato that responded to the unfortunate situation.

4. General Manager's Report

General Manager Cumins stated that he appreciates Director Lucan's comments on last week's incident in Novato.

General Manager Cumins provided a brief overview on the following:

- Last Week's Incident

- Emergency Bridge Repair (Update)
- Contracts/Procurement over \$100k
- Ridership
- Santa Rosa Community Meeting (Jennings Avenue)
- Valentine's Day Video
- Questions

Last Week's Incident

- February 10, 2023, at approximately 11:20 AM
- Marin County resident driving a vehicle collided with the SMART train
- Incident occurred at Hamilton Parkway in Novato
 - Train traveling southbound
 - Vehicle traveling eastbound
- Driver pronounced deceased at the scene
- No injuries reported on train

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.
- Contractor is on site and currently mobilizing.
- Work will begin after Thursday night's freight run.
- Bridge repairs will be underway through the weekend.
- Repairs expected to be completed by Tuesday, February 21, 2023.

Contracts/Procurement over \$100k

General Manager Cumins stated that as required by the Board, he reported that this month SMART had one transaction over \$100k. This transaction was for the renewal of the license for Oracle Enterprise, resource, planning software for a contract amount of \$108,899.25.

Ridership

- SMART had 2nd highest ridership recovery rate for December in the Bay Area at 73%
- February Average Weekday ridership to date: 2,238
- February 2023 is 19% from January 2023
- February 2023 is 91% over February 2022
- At 75% of pre-COVID (Feb 2020)

Santa Rosa Community Meeting

- Partnering with Santa Rosa City to host community meeting
- March 2, 2023, at 6:00 PM
- Helen Lehman Elementary School
 - Address: 1700 Jennings Avenue, Santa Rosa
 - Available online through Zoom
 - Spanish interpreters and closed caption available

- Child supervision available for children 3+
- Press release going out today
- Meeting recorded and posted online: [SRCity.org/JenningsCrossing](https://srcity.org/JenningsCrossing)
- Presenting alternative option for an elevated crossing at Jennings Avenue

Valentine's Day Video

General Manager Cumins shared a video for Valentine's Day. It was a great opportunity to highlight the care and attention that we all give our fleet, and just to remind our passengers how much we value them. Robert Morena, from our Operations team is featured in this video and did a great job.

Comments

Vice Chair Pahre thanked General Manager Cumins for an excellent report and the good news on ridership.

5. Public Comment on Non-Agenda Items

Richard Brand congratulated SMART staff and General Manager Cumins for the ridership statistics. He said that Channel 5 news reported that all transit agencies in the Bay Area were at 55% ridership recovery. He wrote a letter to Channel 5 stating that the numbers that were presented were incorrect.

Mike Pechner stated that he emailed the Board a couple of weeks ago about the history and a huge milestone that will happen in August 2023. August 31st marks the 150th anniversary of Passenger and freight service in this important segment of SMART. He suggested that SMART commemorate this date. Director Fudge liked the idea and hopes that the rest of the Board would acknowledge the date.

Anthony Nachor asked the Board if they were aware of the issues of the trains having thermal cracks on the break discs in Toronto, since the SMART trains have the same units as Toronto. Also, does SMART staff inspect the train disc.

General Manager Cumins responded that SMART has different disc brakes than Toronto. Operations staff has inspected the entire fleet and have done replacements on the disc brakes. We are confident that we are compliant, and that our trains are very safe. This has been investigated and a Toronto representative has reached out to us for comments, and we provided this information to them earlier in the week.

Jack Swearngen said he is looking forward to meeting Directors Paulson and Sackett in person. He gets asked frequently by seniors how the gap between the station and the ferry is going to be resolved for people who cannot walk that far. General Manager Cumins responded that the question gets asked all the time and it is not easy to solve. SMART will start the Micro Transit Pilot Program at the Sonoma County Airport that can be used as an opportunity for Larkspur Station.

Warren Wells thanked staff for providing 30% engineering designs for the upcoming SMART pathway segments that are in design and taking the time to meet and discuss the comments. Overall, he expressed his sincere appreciation for the hard work the staff is doing.

Vice Chair Pahre stated that Mateo Aparicio submitted his comments via email.

Mateo Aparicio stated he is a high school student at Credo High School in Cotati and takes the train every day. He expressed his concern about a significant gap in the weekday schedule between 1:08pm and 3:16pm specifically at the Cotati station, which is a significant inconvenience to himself and other classmates. General Manager Cumins clarified the times Mr. Aparicio suggested.

6. Consent

- a. Accept Monthly Ridership Report – January 2023
- b. 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
- c. Approve Contract Amendment No. 1 with Sierra-Cedar in an amount of \$36,200 for a total not-to-exceed of \$211,200
- d. 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

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

MOTION: Director Bagby moved approval of the Consent Agenda Items as presented. Director Fudge second. The motion carried 9-0 (Directors Colin and Rabbitt absent)

7. Approve Appointments to the Citizens Oversight Committee - *Presented by General Manager Cumins*

General Manger Cumins provided a PowerPoint presentation, which is located on SMART's website. Highlights include:

Citizens Oversight Committee

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.

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:

- 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)

Summary of qualifications provided for each recommended selectee in Board packets. Applications and resumes for each COC applicant are available with the Clerk of the Board

Therefore, Staff recommends Accept the Ad Hoc Committee's recommendations and appoint members to the COC. The first meeting of the newly established COC will be held on March 22, 2023, at 1:30 PM

Comments

Director Lucan stated that it was great for us to be able to serve on this AD Hoc Committee. He was amazed at all the applicants and the interest in this committee. We did try to find a geographic representation, and we talked about whether we would advance multiple names, however we feel good about the group of names that are being recommended. It is exciting to have a new COC.

Director Rogers stated that there were so many highly qualified individuals who are interested in serving. It was a really good conversation, and he thanked his colleagues who served on the Ad Hoc committee. We selected a team of people that had a broad array of support and geographic representation and the background in the knowledge that's going to help SMART. He thanked everybody who applied; It was a difficult challenge and impressed by the quality of people who wanted to serve.

Director Coursey asked if this Committee will follow the Brown Act requirements and meet in person starting in March 2023. General Manager Cumins responded yes and we will work with the committee to establish the right time to conduct the meetings.

Director Sackett stated she was incredibly impressed by the summary of the applicants that are being recommended. She is looking forward to learning from this group, which broadens our constituency and be able to make the best decision for SMART.

Richard Brand stated that this committee is supposed to be an oversight of finance only and asked if the meeting will be available via Zoom. General Manager Cumins responded that the meeting will have a Zoom option and newly developed and approved Bylaws expanded the roles more than just finance. The Bylaws are available on [SMART's website](#).

Duane Bellinger asked if any of the prior COC members applied, also were exit interviews conducted for the members who are leaving it to find out what they would like done. General Manager Cumins responded that there was only one former member that applied. We have not conducted formal exit interviews; however, we had various conversations with the outgoing COC regarding the COC Bylaws and what needed to be changed and updated.

Steve Birdlebough stated that he was the only member that applied. He thanked staff and the Ad Hoc Committee for their work on selecting the new COC members. He liked the idea of moving the meeting to the afternoon. He asked if alternate members were considered. General Manager Cumins responded that it was discussed, and alternates were not identified in the COC Bylaws.

Anthony Nachor expressed his gratitude for being recommended to the COC. It will be wonderful to serve, not only in the financial aspect of things, but also in planning, especially being a transportation planner. He looks forward to working with Staff and the Board.

MOTION: Director Garbarino moved to Approve Appointments to the Citizens Oversight Committee as presented. Director Sackett second. The motion carried 9-0 (Directors Colin and Rabbitt absent)

8. Planning for the Future – Extensions (Discussion Only) - *Presented by General Manager Cumins*

General Manager Cumins provided a presentation which is located on SMART’s website. Highlights include:

Planning for the Future – Extension

- Planning for the Future Model
- SMART House
- Listening Session Results Completed in April 2022
- Listening Sessions – Top 5 themes
 - Complete extension to Windsor, Healdsburg, and Cloverdale
 - Shift resources to extend passenger rail to Sonoma, Napa, and Suisun City
 - Build Class 3 railroad to Healdsburg/Cloverdale to reduce cost
 - Continue northern extension to Ukiah/Willits in the future
 - Improve connectivity with other transit systems as you build out extensions to the north and east
- Listening Sessions
 - Extensions Opposition
- East/West Passenger Service Extension – What we know today
 - No funding to date
 - Project included in State Rail Plan
- East/West Extension – Challenges
 - Substantial work required to estimate cost
 - Project not included in the Regional Transportation Plan (Plan Bay Area 2050); restricts the ability to complete for regional/state/federal funding
- East/West Extension - Opportunities and Progress Update
 - Caltrans Rail Division conducting rail service plan study along existing alignment in 2023
 - Solano Rail Hub Study underway, including SMART’s future interface at Suisun Station
 - Caltrans submitting application to Federal Railroad Administration Corridor ID Program
- East/West Extension – Proposed Strategy
 - Complete Caltrans rail service plan analysis
 - Partner with Caltrans and FRA Corridor ID Program
- Northern Extensions - O&M Funding
 - Financial analysis indicates SMART can operate and maintain service to Cloverdale
 - Cost required to operate/maintain northern extensions limits SMART’s ability to bond in the future
- Windsor/Healdsburg Extension – Progress Update
 - State Supreme Court dismissing Regional Measure 3 lawsuit (\$40M)
 - Received \$34M from TIRCP Round 1
 - Acquired federal appropriation, state funds, and Measure M (\$44M)

- Windsor / Healdsburg Extension - Proposed Strategy
 - Secure funding and extend rail line to Healdsburg
- Windsor / Healdsburg Funding
 - TIRCP Round 2 (\$55M – April 2023)
 - SCCP (\$30M – June 2023)
 - CRISI (28M – June 2023)
- Cloverdale Extension - Progress Update
 - Project Included in State Rail Plan
 - State funding for technical and engineering studies to “expedite project”
- Cloverdale Extension – Challenges
 - Perception that Cloverdale population does not justify capital investment
 - Not enough Measure Q to build, operate, and maintain extensions
 - Extensions north of Windsor not in Plan Bay Area 2050
- Cloverdale Extension – Opportunities
 - Engage business community to voice support for Cloverdale extension
 - Federal funds are prioritized to rural with 40% targeting “Justice 40” communities – Cloverdale qualifies
 - Leverage freight service for capital investment
- Cloverdale Extension – Benefits
 - Acknowledge ridership alone may never justify Cloverdale extension
 - Focus justification on “Benefits” of Cloverdale extension
- Measure Q Language
 - The purpose language
- Plan Bay Area 2050 and Plan Bay Area 2050 – Equity Principle
 - Advancing Equity language
- U.S. DOT - Areas of Persistent Poverty and Historically Disadvantaged Communities
 - Cloverdale designated as historically disadvantaged community
 - Mendocino County (3 miles north) designated as federal area of persistent poverty
- 2020 Census Demographics
 - Minority Population
 - Language other than English Spoken at Home
 - Median Household Income
 - High School Graduate
 - Bachelor’s Degree
- Why should SMART extend to Cloverdale?
 - Cloverdale is specifically identified in Measure Q language
 - Cloverdale extension provides community benefits beyond ridership
 - State supports investment in bus interregional connections in Cloverdale
 - Cloverdale will be a destination for Great Redwood Trail visitors
 - Tribal nations support Cloverdale completion
- Cloverdale Extension – Proposed Strategy
 - Get project into Plan Bay Area and successor plans (*Transit 2050+*)
 - Continue to seek federal and state capital grant funding
 - Conduct updated market and ridership analysis

- Cloverdale and SMART Today
 - SMART and SCTA partnering with City of Cloverdale as a finalist in the new US DOT Thriving Communities technical assistance program
 - SMART staff will be at the Cloverdale Citrus Fair!
- Discussion

Comments

Director Coursey said he is very excited about the presentations and thinks SMART is absolutely going in the right direction. He fears that every time SMART discusses the East/West connection/extension places SMART into a political risk and understands that the discussion is about the future. His immediate future is for the tax measure getting extended. The benefits of getting passenger service to Cloverdale have not been discussed enough and Cloverdale is part of this community. There is a need and SMART can provide a benefit including Cloverdale in our transportation system for the North Bay.

Director Sackett asked if SMART needs to have the same frequency of trains going to Cloverdale and not go all the way to the end on every trip. General Manager Cumins responded that it was calculated that 38 trips to Healdsburg and 14 trips continuing on to Cloverdale, which is very preliminary. The demand and a market analysis will need to be conducted to find out how people travel what are the needs. Director Sackett stated that the public thinks it is expensive to take SMART and is not aware of the price reduction and suggested that the message/information and it will be helpful to continue to provide the message. Also, as a new Board member she would like to receive the cost of a track for mile of highway and its comparison.

Director Lucan asked where passing sliding or double track fall within the SMART House of extensions and extending the frequency. General Manager Cumins responded that they are not directly aligned but are obviously linked together. Caltrans doing some studies, throughout our alignment and looking where double track maybe appropriate and how do you get 30-minute intervals. Director Lucan asked if the cost would fall in the umbrella of extensions or capital projects. General Manager Cumins responded that it likely falls within the capital projects. We need to make sure we have the passing sightings to continue improve to get 30-minute frequency throughout the system.

Director Paulson asked what type of outcomes and how soon can a market and ridership analysis, be conducted. General Manager Cumins responded that a market analysis will determine the demand. The market has changed since 2006 and it be helpful to have updated information to make sure the demand is on current information. We have a request for grant funding that could help fund a ridership and market analysis for the North extension.

Director Bagby stated that Plan Bay Area is an important document since it decides funding for all eligible transit agencies. The work that was done under a previous Administration with very different transportation goals made conservative decisions, and especially in reference to pre-Covid transportation environment in the Bay Area. It is important for this Board to adapt and convince our regional partners and legislators that North/South Sonoma County, Marin County Corridor, and the East West Corridor are the new transportation corridors for the Bay Area. She is not afraid of going East/West, however it's a perception and political problem. It could create a stronger ridership argument which could make SMART eligible for additional funding. We need to know how

to convey the information to the voters of the East/West extension. General Manager Cumins did a great job showing the economic reasons to get passenger service to Cloverdale. The City of Cloverdale has infrastructure advantages and ridership that needs to be served. The Dry Creek Rancheria and Cloverdale Rancheria have provided support letters to SMART for going North. They strongly believe that it is an important part of their economic opportunity for their membership and also an essential part of them being able to go to medical care at the Tribal Medical Center Santa Rosa.

Director Fudge stated that the Guenoc Valley Development proposal in Lake County and those visitors will be able to use the train. She said that based on her family experience there is only really basic health care north of Cloverdale and many have to come to Santa Rosa and San Francisco for healthcare, kidney healthcare and major heart surgery. She suggested emphasizing the health care connection for everyone north of Cloverdale that could use the train to get to Santa Rosa and/or San Francisco.

Richard Brand stated that a few years ago Amtrak ran a train to the Sonoma Racetrack for the weekend races. Would it be possible to partner with Amtrak to provide service for the East/West connection. He is on an Advisory Board and has been asked to provide input on the Plan Bay Area. He will continue to write to MTC expressing that Windsor is no longer the limit for Plan Bay Area and needs to expand. Wine tourism will increase ridership and believe that the City of Healdsburg would provide a shuttle if there is a temporary station north of the bridge.

Rick Luttmann stated that it is important to have a passenger connection between Novato and Suisun and it does not need to be paid for by SMART or operated by SMART, there are other opportunities like Amtrak or the Capital Corridor. Also, it is important to address that SMART is aware of Measure Q tax funds could not be used for that purpose especially for the prospect of renewing the sales tax and the sales tax will be used for the Larkspur to Cloverdale system.

Jack Swearingen said that Freight service north of Healdsburg can help build the track for SMART passenger service. He envisions wineries sending shuttles to pick up passengers to take them to their wineries.

Doug Kerr stated that the public that voted on Measure Q is exactly what General Manager Cumins presented, which is a train and pathway from Larkspur to Cloverdale. If SMART does not complete what the voters were promised it will lose voters. He is encouraged by what he heard today that SMART plans to complete the system to Cloverdale.

Steve Birdlebough stated that the Air Resources Board is asking that we reduce the vehicle miles traveled by 25% in the next 7 years. Going to Cloverdale, and even going to Willits needs to be on our horizon. We need to follow through on what was promised to the voters and our car culture needs to change and continue to focus on rail transit.

Thomas Ells complimented General Manager Cumins on that presentation. How does SMART accomplish going North and the East/West connection. The East West Corridor is a big hurdle in terms of money, and from a community perception about the funding. He suggested using the existing alignment along Highway 37.

Kevin Carroll stated that he owns Sausalito Taxi and gets a lot of calls after the Giants games from the Larkspur Ferry to the Station and is not always available. When the East/West connection becomes available it will be more critical to have the connection from the train to ferry terminal.

Dani Sheehan Meyer stated she is excited to be on the COC and happy to be discussing passenger service to Cloverdale. This is the first concrete conversation that feels possible and probable to get to Cloverdale.

Lastly, Vice Chair Pahre stated that it was an amazing presentation, and the General Manager will provide more information as it's available. General Manager Cumins said that it was a great discussion and appreciated hearing all the compliments and the feedback from the public.

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 - Meeting adjourned at 3:20pm.

Respectfully submitted,

Leticia Rosas
Clerk of the Board

Approved on: _____



March 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
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Chris Coursey
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Golden Gate Bridge,
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Vacant
Transportation Authority of Marin

Eric Lucan
Marin County Board of Supervisors

Gabe Paulson
Marin County Council of Mayors and
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Chris Rogers
Sonoma County Mayors' and
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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-Marín Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954,

SUBJECT: Elections of Chairperson and Vice-Chairperson

Dear Board Members:

RECOMMENDATION:
Elect Chairperson and Vice-Chairperson for a two year term.

SUMMARY:
SMART's Bylaws provide for the SMART Board to elect a Chairperson and a Vice-Chairperson from its 12 Board members. The Chairperson and Vice-Chairperson may be first nominated by any member of the SMART Board and thereafter elected by a majority vote.

Prior practice by the SMART Board has been to rotate the Chairperson between Marin and Sonoma County Board Members. Currently Chair Rabbitt, a Sonoma County Board member, holds the Chair position. Chair Rabbitt's term is set to expire at the conclusion of this meeting provided the SMART Board has elected a new Chair and Vice Chairperson. The newly elected Chairperson and Vice-Chairperson will then assume their new roles as Chair and Vice Chair for a period of two (2) years.

Very truly yours,

/s/
Leticia Rosas
Clerk of the Board



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
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Eddy Cumins
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www.SonomaMarinTrain.org

March 15, 2023

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

SUBJECT: Monthly Ridership Report – February 2023

Dear Board Members:

RECOMMENDATIONS: Accept Monthly Ridership Report – February 2023

SUMMARY:

We are presenting the monthly ridership report for activity for the month of February 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) in October 2022, 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). Both APC-based ridership and fare-based collection rider counts are shown in the attached report to give a full picture of ridership. APC-based ridership captures 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.

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 January 2023 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 – February 2023

FEBRUARY 2023 SMART RIDERSHIP REPORT

February 2023 saw some ridership recovery with average weekday ridership at 2,128, a 13% increase over the previous month. There were no major weather impacts in February, but many schools in Marin and Sonoma Counties were closed for a winter break, which had a ridership impact. Total February ridership was 49,724, up 87% over last February, and hitting 69% of pre-COVID boardings (February 2020).

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.

The tables below present data for February 2022 and 2023, year-over-year. Ridership for the fiscal year to date is up 93% over the same time period for FY22. Weekend ridership has grown substantially, accounting for no Sunday service in the first half of FY22.

FISCAL YEAR-TO-DATE (JUL - FEB)	Fiscal Year 2022	Fiscal Year 2023	% Change
Ridership	204,599	395,348	93%
Fare Payments (Clipper + App Only)	187,023	329,426	76%
Average Weekday Ridership	1,075	1,985	85%
Average Saturday/Holiday Ridership	628	966	54%
Average Sunday Ridership	0	790	N/A
Bicycles	30,964	59,658	93%
Mobility Devices	920	1,152	25%

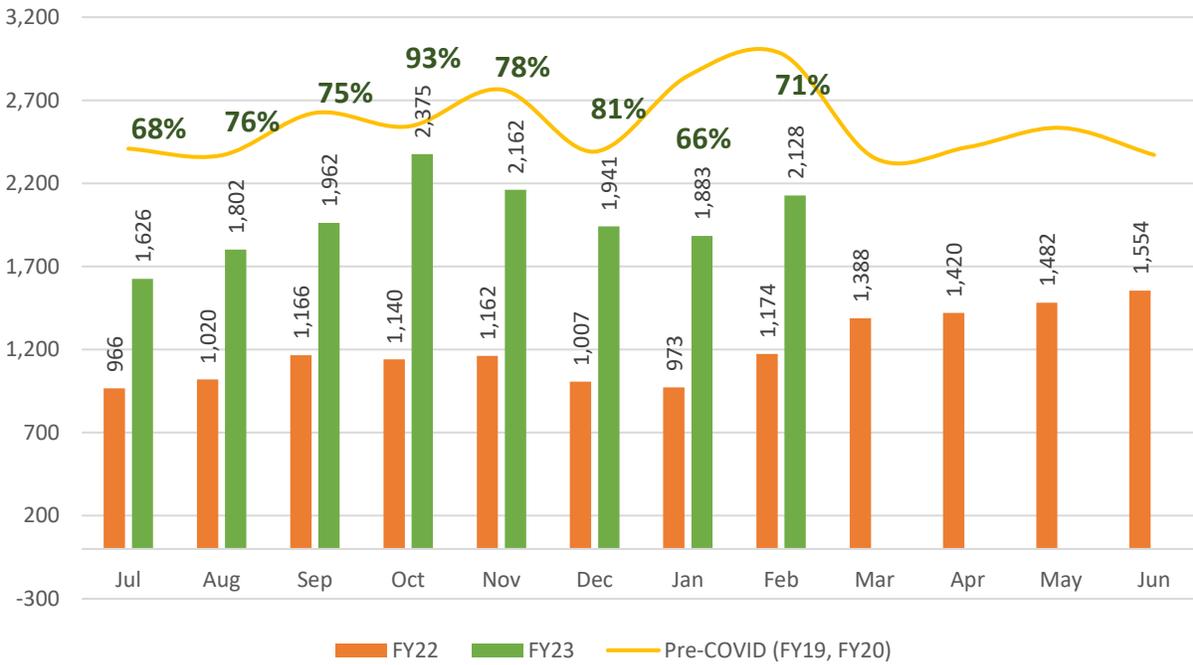
Bicycles on board are up 61% and passengers boarding with mobility devices are down 39% from February last year. In February, 13% of riders brought bikes on board the train, down from an average of 18% during the summer months.

MONTHLY TOTALS YEAR-OVER-YEAR	FEB 2022	FEB 2023	% Change
Ridership	26,652	49,724	87%
Fare Payments (Clipper + App Only)	24,375	39,215	61%
Average Weekday Ridership	1,174	2,128	81%
Average Saturday Ridership	792	974	23%
Average Sunday Ridership	0	819	N/A
Bicycles	4,123	6,638	61%
Mobility Devices	110	67	-39%

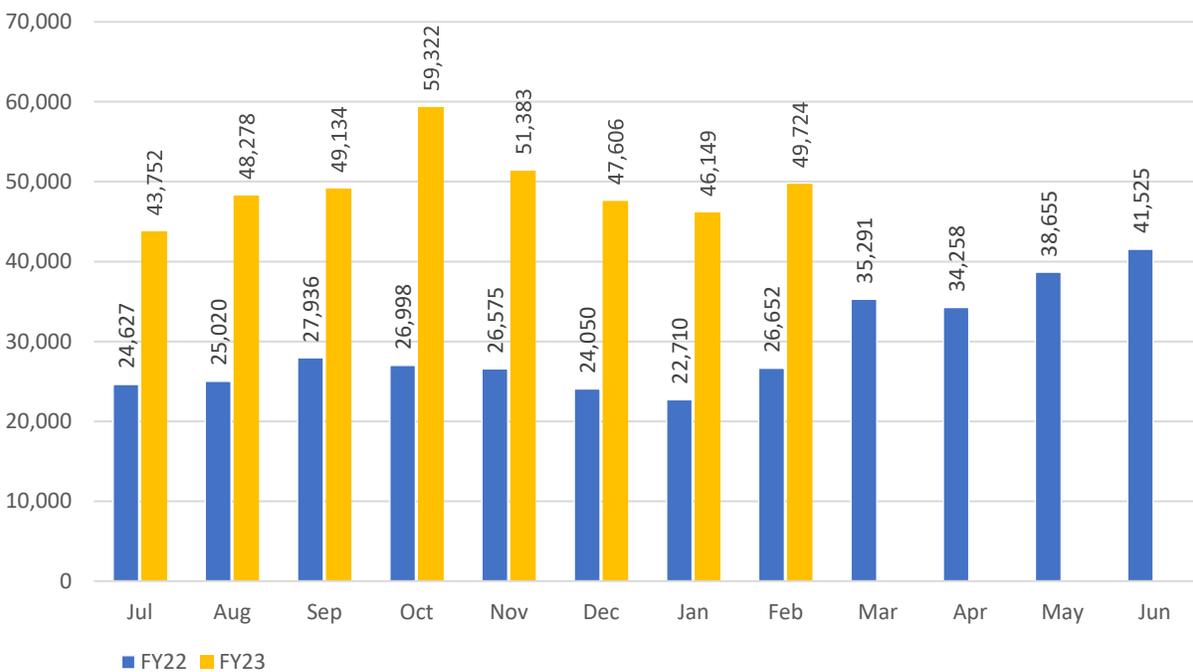
The following charts compare the average weekday ridership and monthly totals and for FY22-FY23.

FEBRUARY 2023 SMART RIDERSHIP REPORT

SMART Average Weekday Ridership



SMART Monthly Ridership (FY22 v FY23)





March 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
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

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

SUBJECT: Monthly Financial Status

Dear Board Members:

RECOMMENDATION: Approve Monthly Financial Reports – January 2023

SUMMARY:

We have provided budgeted revenues and actual expenditures for both passenger rail and freight in separate charts in the attached document. The actual column reflects revenues and expenditures for July 2022 – January 2023. In addition, for passenger rail, we have shown more detail regarding sales tax and fare revenues to show current and comparative information over the last four years.

Information on the approved budget, actual expenditures, and remaining budget have been provided. Please keep in mind that expenditures do not always occur on a straight-line basis, many large expenditures such as debt service only occur on specific intervals. In addition, we are including more extensive information on our capital program.

We have also included information regarding SMART's investment policy, where our funds are being held, and how much is currently being held. In addition, we have shown the current obligations, reserves, and fund balance requirements for FY 2022-23.

Sincerely,

/s/

Heather McKillop
Chief Financial Officer

Attachment(s):

- 1) Monthly Financial Status Report
- 2) Contract Summary Report



**MONTHLY FINANCIAL STATUS
JANUARY 2023**

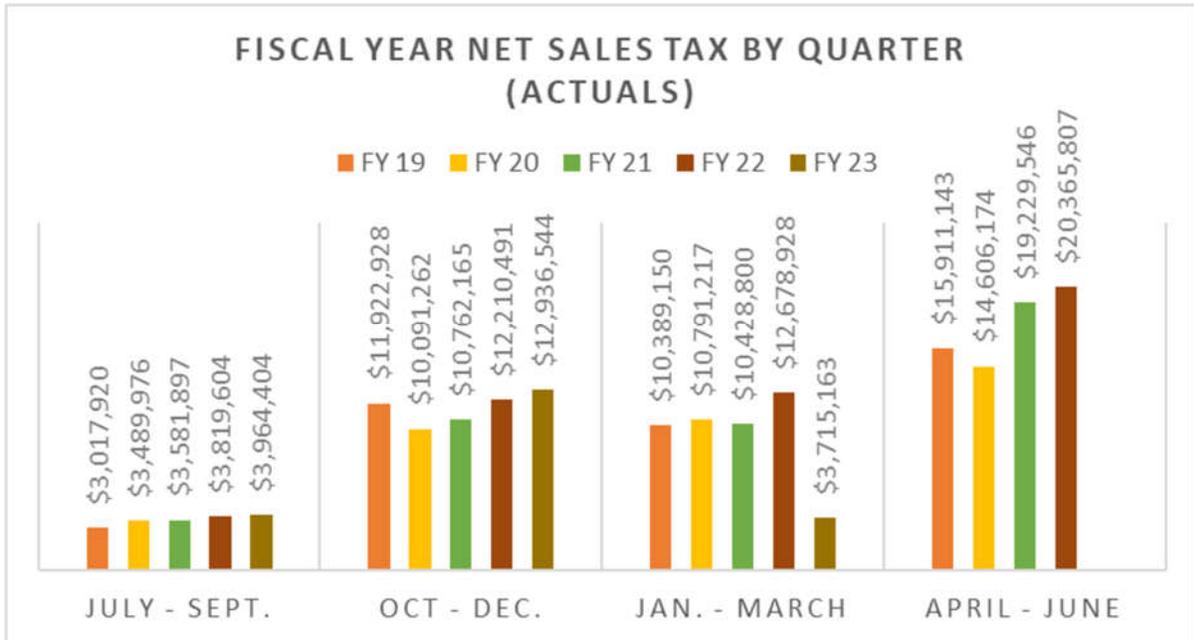
PASSENGER REVENUES

	FY 2022-23 Approved Budget	Actual	Amount Over/ Under Budget	Comments
Revenues				
Passenger Rail				
Sales/Use Taxes	\$ 50,190,000	\$ 20,616,111	\$ (29,573,889)	Sales Taxes are recorded when received not when earned
Interest and Lease Earnings	\$ 816,631	\$ 851,223	\$ 34,592	Leases renew throughout the year
Miscellaneous Revenue	\$ 145,000	\$ 131,932	\$ (13,068)	
Passenger Fares	\$ 1,600,000	\$ 976,700	\$ (623,300)	
State Grants	\$ 12,089,233	\$ 4,700,336	\$ (7,388,897)	State grants are received throughout the year
Charges For Services	\$ 28,325	\$ 20,690	\$ (7,635)	
Federal Funds (Non-COVID Relief)	\$ 5,034,529	\$ 1,866,113	\$ (3,168,416)	Federal funds are received on a reimbursable basis. Funds need to be expended before they can be requested.
Federal Funds (COVID)	\$ 7,507,797	\$ 6,045,635	\$ (1,462,162)	Federal funds are received on a reimbursable basis. Funds need to be expended before they can be requested.
Other Governments	\$ 1,519,892	\$ 30,022	\$ (1,489,870)	
Passenger Rail Subtotal	\$ 78,931,407	\$ 35,238,762	\$ (43,692,645)	

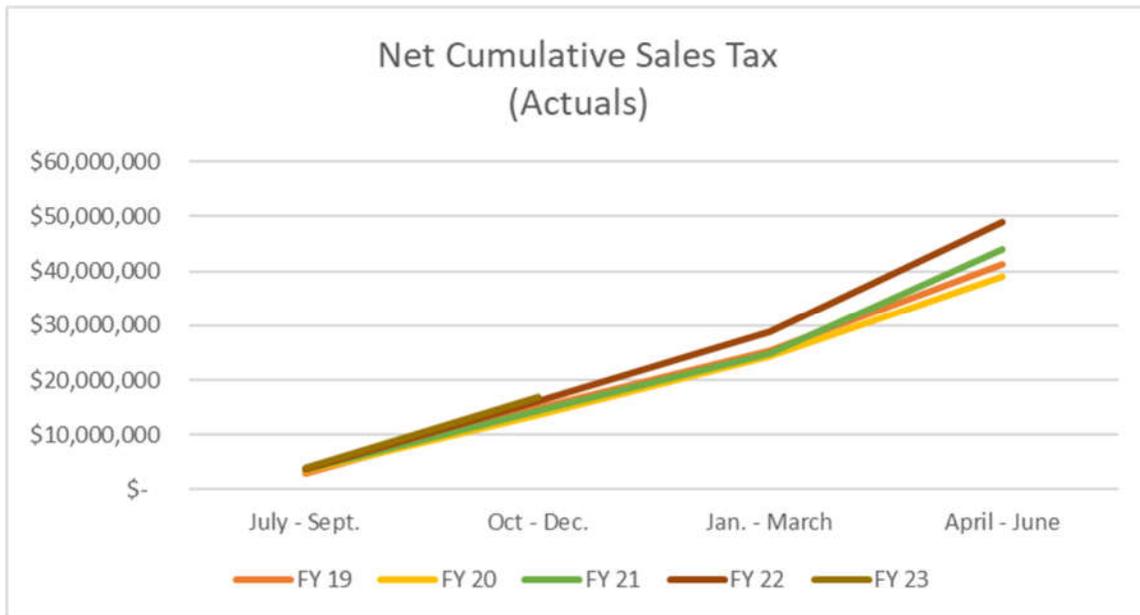
**Measure Q Sales Tax
Fiscal Year (FY) 2022/2023**

Time Period	July - Sept.	Oct - Dec.	Jan. - March	April - June
Forecasted FY 23 Budget	\$ 4,017,856	\$ 12,844,262	\$ 13,337,013	\$ 21,422,870
Actual	\$ 3,964,404	\$ 12,936,544	\$ 3,715,163	
Difference	\$ (53,452)	\$ 92,282	\$ (9,621,850)	

**Fiscal Year 2019-2023 Net Sales Tax Comparison
(by Quarter)**

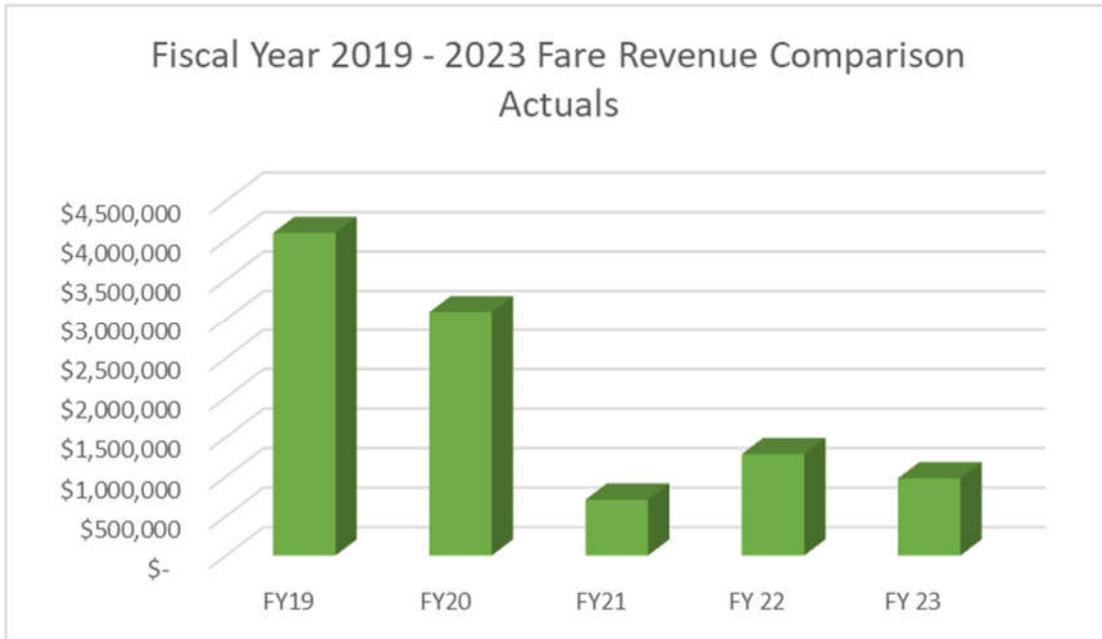


Fiscal Year 2019-2023 Net Cumulative Sales Tax Comparison

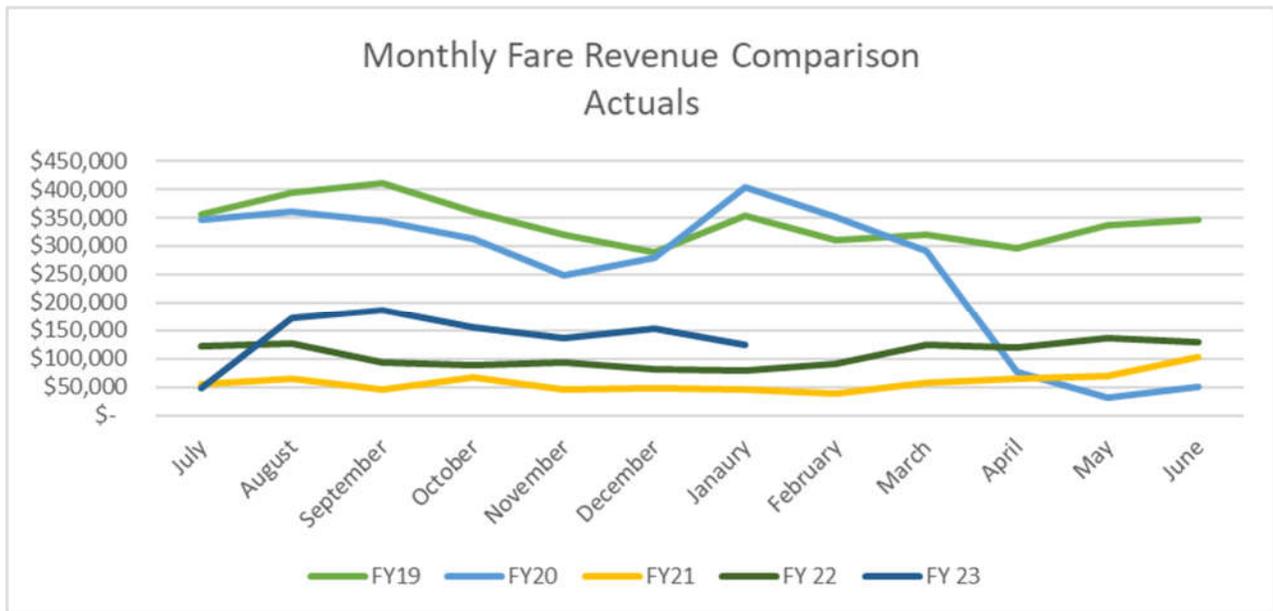


Note: Sales Taxes are recorded when received not when earned.

Fiscal Year 2019-2023 Fare Revenue Comparison



Fiscal Year 2019-2023 Monthly Fare Revenue Comparison



PASSENGER EXPENDITURES

	FY 2022-23 Approved Budget	Actual	Amount Over/ Under Budget
Passenger Expenditures			
Administration			
Salaries & Benefits	\$ 5,727,768	\$ 2,843,186	\$ (2,884,582)
Services & Supplies	\$ 10,588,992	\$ 3,395,210	\$ (7,193,782)
Administration Subtotal	\$ 16,316,760	\$ 6,238,396	\$ (10,078,364)
Operations			
Salaries & Benefits	\$ 17,348,209	\$ 8,848,854	\$ (8,499,355)
Services & Supplies	\$ 6,564,448	\$ 2,271,161	\$ (4,293,287)
Operations Subtotal	\$ 23,912,657	\$ 11,120,015	\$ (12,792,642)
Capital			
Salaries & Benefits	\$ 311,911	\$ 494,728	\$ 182,817
Services & Supplies	\$ 665,840	\$ 78,651	\$ (587,189)
Capital Subtotal	\$ 977,751	\$ 573,379	\$ (404,372)
Total Passenger Expenditures	\$ 41,207,168	\$ 17,931,790	\$ (23,275,378)

Passenger (Capitalized) Expenditures			
Buildings & Capital Improvements	\$ -	\$ -	\$ -
Machinery & Equipment	\$ 3,415,955	\$ 943,675	\$ (2,472,280)
Infrastructure	\$ 12,092,168	\$ 2,386,283	\$ (9,705,885)
Total Passenger (Capitalized) Expenditures	\$ 15,508,123	\$ 3,329,958	\$ (12,178,165)

Passenger Expenditures + Capitalized	\$ 56,715,291	\$ 21,261,748	\$ (35,453,543)
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FREIGHT REVENUES

	FY 2022-23 Approved Budget	Actual	Amount Over/ Under Budget	Comments
Revenues				
Freight				
Sales/Use Taxes	\$ -	\$ -	\$ -	
Interest and Lease Earnings	\$ 245,000	\$ 402,540	\$ 157,540	Leases renew throughout the year
Miscellaneous Revenue	\$ 239,190	\$ 257,255	\$ 18,065	Includes 45(G) tax credit
Freight Traffic	\$ 1,100,000	\$ 389,902	\$ (710,098)	
State Grants	\$ 4,206,000	\$ -	\$ (4,206,000)	State grants are received throughout the year
Charges For Services	\$ 25,000	\$ 5,856	\$ (19,144)	Includes freight car storage.
Federal Funds (Non-COVID Relief)	\$ -	\$ -	\$ -	
Federal Funds (COVID)	\$ -	\$ -	\$ -	
Other Governments	\$ -	\$ -	\$ -	
Freight Subtotal	\$ 5,815,190	\$ 1,055,553	\$ (4,759,637)	

FREIGHT EXPENDITURES

	FY 2022-23 Approved Budget	Actual	Amount Over/ Under Budget
Freight Expenditures			
Administration			
Salaries & Benefits	\$ -	\$ -	\$ -
Services & Supplies	\$ -	\$ 21,918	\$ 21,918
Administration Subtotal	\$ -	\$ 21,918	\$ 21,918
Operations			
Salaries & Benefits	\$ 893,533	\$ 433,651	\$ (459,882)
Services & Supplies	\$ 1,045,967	\$ 290,691	\$ (755,276)
Operations Subtotal	\$ 1,939,500	\$ 724,342	\$ (1,215,158)
Capital			
Salaries & Benefits	\$ -	\$ -	\$ -
Services & Supplies	\$ 3,040,398	\$ 793,865	\$ (2,246,533)
Capital Subtotal	\$ 3,040,398	\$ 793,865	\$ (2,246,533)
Total Freight Expenditures	\$ 4,979,898	\$ 1,540,125	\$ (3,439,773)

Freight (Capitalized) Expenditures			
Buildings & Capital Improvements	\$ -	\$ -	\$ -
Machinery & Equipment	\$ 143,000	\$ -	\$ (143,000)
Infrastructure	\$ -	\$ -	\$ -
Total Freight (Capitalized) Expenditures	\$ 143,000	\$ -	\$ (143,000)

Freight Expenditures + Capitalized	\$ 5,122,898	\$ 1,540,125	\$ (3,582,773)
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CAPITAL PROJECTS

Capital Project Report					
	Total Project Budget	Expended in Prior Fiscal Years	Budgeted in FY23 (Includes Amended)	Remaining to be Budgeted in Future Years	Project Status
PASSENGER RAIL PROJECTS					
Windsor Extension	\$ 70,000,000	\$ 24,256,464	\$ -	\$ 45,743,536	
Sonoma County Pathway Connector Project - Design & Construction	\$ 17,482,847	\$ 2,240,211	\$ 10,986,919	\$ 4,255,717	Project has been combined with the Petaluma North Station.
Marin & Sonoma Pathway Design & Permitting	\$ 10,752,215	\$ 604,212	\$ 2,331,354	\$ 7,816,649	Conducting engineering design to prepare for construction.
McInnis Pkwy. at Bridgewater Dr. to Smith Ranch Rd. Construction	\$ 2,158,026	\$ -	\$ -	\$ 2,158,026	Conducting engineering design to prepare for construction.
Joe Rodota to 3rd St. Construction	\$ 296,824	\$ 17,330	\$ 255,199	\$ 24,295	In design - Construction will depend on grant execution.
Petaluma North Station	\$ 28,041,327	\$ 35,744	\$ 23,901,974	\$ 4,644,704	Conducting engineering design to prepare for construction.
Path-of-Travel Improvements	\$ 501,489	\$ 236,116	\$ 264,523	\$ -	Construction beginning.
Payran to Lakeville Pathway - Design & Construction	\$ 1,140,096	\$ -	\$ 1,140,096	\$ -	Construction underway.
Basalt Creek Timber Bridge Replacement	\$ 626,103	\$ 77,543	\$ 129,888	\$ 418,672	Finalizing design and working with agencies on environmental permitting.
San Antonio Tributary Timber Trestle Replacement	\$ 1,071,264	\$ 81,358	\$ 222,240	\$ 767,666	Finalizing design and working with agencies on environmental permitting.
FREIGHT RAIL PROJECTS					
Black Point Bridge - Fender Replacement	\$ 875,742	\$ 89,044	\$ 722,800	\$ 63,898	Construction is complete.
Highway 37 Grade Crossing Reconstruction	\$ 498,694	\$ -	\$ 498,694	\$ -	Awarded construction contract and long lead materials have been ordered.
Brazos Branch Bridge Repairs	\$ 944,749	\$ 16,594	\$ 915,269	\$ 12,886	Emergency construction is complete, and contract was awarded for the remaining bridge repairs. Long lead materials have been ordered.

INVESTMENTS

Investments are guided by the SMART investment policy adopted each year with the budget. The policy outlines the guidelines and practices to be used in effectively managing SMART's available cash and investment portfolio. District funds that are not required for immediate cash requirements are to be invested in compliance with the California Code Section 53600, et seq.

SMART uses the Bank of Marin for day-to-day cash requirements and for longer term investments the Sonoma County Treasury Pool is used. This chart reflects a point in time versus a projection of future fund availability.

<u>Cash On Hand</u>	
Bank of Marin	\$ 37,969,820
Sonoma County Investment Pool *	\$ 65,245,109
Total Cash on Hand	\$ 103,214,929
<u>Reserves</u>	
Self-Insured	\$ 2,370,675
OPEB/ CalPERS	\$ 4,074,676
Operating Reserve	\$ 10,000,000
Capital Sinking Fund	\$ 9,625,000
Corridor Completion	\$ 7,000,000
Total Reserves	\$ 33,070,351
Cash Balance	\$ 70,144,578
Less: Current Encumbrances	\$ 8,692,267
Balance	\$ 61,452,311
Less: Estimated FY23 Year-end Fund Balance	\$ 39,321,718
Remaining Balance	\$ 22,130,593

* Does not include funds held by the trustee for debt service



Contract Summary

Active Contracts as of February 1, 2023

PASSENGER RAIL

Contractor	Scope	Fiscal Year 22/23 Projected	Fiscal Year 22/23 Actuals-To-Date
A.J. Janitorial Service	Janitorial Services for all Stations, Roblar, ROC, and Fulton	110,000	63,180
Ai-Media Technologies, LLC	Closed-Captioning Services	13,000	3,240
Air & Lube Systems, Inc.	Structural Alterations to the Rail Operation Center and Installation of the Wheel Press Machine	275,500	275,500
Alcohol & Drug Testing Services, LLC	DOT and FRA-regulated Drug and Alcohol Testing Services	36,000	21,109
Allen, Glaessner, Hazelwood LLP	Legal Services for Litigation and Rail Transit Issues	100,000	5,254
Alliant Insurance Services	Insurance Brokerage and Risk Management Services	70,000	-
American Integrated Services, INC.	On-Call Biohazard Remediation Services	50,000	-
American Rail Engineers Corporation	Railroad Bridge Inspections, Bridge Engineering, and Related Services	54,791	23,235
Asbury Environmental Services (AES)	Hazardous and Non-Hazardous Waste Removal and Disposal Services	10,000	280
Atlas Copco Compressors, LLC	Air Compressor Maintenance Services	8,400	2,195
BBM Railway Equipment, LLC	Wheel Press Machine - Furnish, Install, Configure, Test, Commission, and Train SMART Staff	310,664	257,166
Becoming Independent	Emergency Bus Bridge Services	22,000	7,000
Bettin Investigations	Pre-Employment Investigation, Background Screening, and Related Services	2,500	1,700
BKF Engineers Inc.	Design and Engineering Services for MUP Segments in Sonoma and Marin Counties	1,612,958	1,206,888
Bolt Staffing Service, Inc.	Temporary Staffing Services	60,000	32,688
Bright Star Security, Inc.	Security Patrol at SMART's Cal Park Tunnel	10,980	5,490
Burdell Tenancy In Common	Purchase of 6 Seasonal Wetland Mitigation Credits	834,000	834,000
Business Training Library, LLC	Cloud-Based Learning Courses	14,441	14,373
Cinquini & Passarino, Inc.	Right-of-Way Land Surveying and Related Services	20,000	2,248
Craft & Commerce, LLC	Marketing and Community Outreach Services and Support	200,000	43,536
CSW/Stuber-Stroeh Engineering Group	Design and Engineering Services for 5 MUP Segments in Marin County	947,719	-
D Block Security	Security and Patrol Services	75,000	-
DeAngelo Contracting Services, LLC	Assignment of OP-SV-21-006 Vegetation Control Services	43,250	5,250
Dikita Enterprises, Inc	NTD Compliant Passenger Counting Services	40,688	-
Doc Bailey Construction Equipment, Inc.	High Rail Vehicle Inspection, Maintenance, Repair, and Certification Services - Passenger	25,000	5,500
Doug Williams	Fire and Life Safety Consultant	3,585	855
Dr. Lance O'Connor	Occupational Health Screening Services	3,000	1,570
Dunnigan Psychological & Threat Assessments, LLC	Employment-Related Psychological Evaluation Services	25,000	9,000
E&M Electric and Machinery, Inc.	Bridge Automation Software Design Services	2,500	2,466
Eide Bailly LLP	Financial Audit Services	50,885	33,450
eLock Technologies, LLC	Station Bike Lockers and Maintenance Services	13,130	5,565
Empire Cleaners	Operations Uniform Dry Cleaning, Laundering, and Related Services	18,000	7,654
Environmental Logistics, INC.	On-Call Biohazard Remediation Services	150,000	-
Essel Technology Services	Phase 1 Environmental Site Assessment ESA	2,200	2,200
Gallagher Benefit Services, Inc.	Classification and Compensation Study Services	84,350	350
Gary D. Nelson Associates, Inc.	Temporary Staffing and Placement Services	40,000	-
George Hills Company, Inc.	Third Party Claims Administration Services	45,000	1,073
GHD, Inc.	3 Segments MUP Petaluma - Penngrove - Rohnert Park	31,586	29,475
Ghilotti Bros, Inc.	Construction of Non-Motorized Pathway - Lakeville to Payran	1,237,052	92,862
Golden Five, LLC	Microsoft 365 Consulting Services	85,600	44,475
GP Crane & Hoist Services	Cal/OSHA Inspection Services	3,960	2,640
Grancus, Inc.	Media Streaming and Internet Broadcasting Services	12,248	12,248
Hanford A.R.C.	Maintenance and Monitoring the the Las Gallinas Creek Watershed Riparian Enhancement Planting	21,215	8,832
Hanford A.R.C.	Implementation and Monitoring, San Rafael Creek Riparian Enhancement Project	39,610	16,504
Hanson Bridgett LLP	Legal Services	150,000	56,777
HCI Systems, Inc.	Fire Equipment Inspection and Certification	17,274	-
Hogan Lovells LLP	Legal Services - Freight and Passenger Rail Sector	50,000	8,459
Holland Company	Track Geometry and Measurement Services	24,000	24,000
Hulcher Services, Inc.	On-Call Derailment Services	75,000	-
Hunt and Sons, Inc.	Bulk Delivery of Motor Oil (15W40)	16,000	10,005
Innovative Business Solutions	Payroll Processing Software	31,700	14,272
Integrative Security Controls, Inc.	CCTV Maintenance and Support	30,000	2,218
Intelligent Technology Solutions, LLC	Maximo SaaS Development, Implementation, and Related Services	222,122	169,683

Contractor	Scope	Fiscal Year 22/23 Projected	Fiscal Year 22/23 Actuals-To-Date
JMA Civil, Inc.	On-Call Civil & Rail Engineering Design Services	44,000	-
Khouri Consulting, LLC	California State Legislative and Advocacy Services	\$80,000	\$20,000
LC Disability Consulting	Disability Access Consulting	12,000	4,600
LeaseQuery, LLC	Lease Software Licensing and Software Support Services	25,000	11,900
Leete Generators	Generator Inspection and Maintenance Services	5,000	2,811
Lewis, Brisbois, Bisgaard & Smith LLP	Various legal services related to transit	50,000	3,199
Lisa Wolper, LCSW, SAP	Substance Abuse Professional Services	5,000	600
Masabi LLC	SMART Mobile Ticketing Pilot Project	57,000	28,500
MaxAccel	Compliance Management Software Design/Implementation/Asset Management	58,000	17,560
Mike Brown Electric Co.	On-Call Electrical Maintenance	25,000	-
Militus, Inc.	Cybersecurity and Network Threat Analysis and Assessment	40,000	40,000
Milton R. Davis dba Davis Sign Co., Inc.	Print, Install, and Remove Hoilday Express Window Clings on SMART's Train	1,230	926
Mission Linen Supply	Employee Uniform Services	32,084	15,928
Modern Railway Systems, Inc.	Monitoring and Maintenance SMART's Communications Network and TDX System	91,250	37,798
MuniServices, LLC	Sales Tax Recovery Services	89,408	25,791
Netspeed Solutions, Inc.	SMART Phone System Maintenance	15,684	11,867
North Bay Bottling (Alex Ruiz Sr.)	Drinking Water Delivery Service	2,900	378
North Bay Petroleum	Provision of Fuel for DMUs	1,473,353	664,536
Nossaman LLP	Litigation, Rail Transit Issues, and other related legal services	200,000	142,877
Occupational Health Centers of CA	Occupational Health Centers of CA, dba Concentra Medical Centers	30,999	8,088
Oil Stop, LLC	Automotive Repair and Service	3,500	2,288
Oracle	Fusion ERP System	60,000	27,635
Panatrol Corp	Haystack Bridge Automation Software Reprogramming	2,350	2,350
Parodi Investigative Solutions	Pre-Employment Background Investigation Services	27,500	7,575
Peterson Mechanical, Inc.	HVAC Maintenance Services	24,000	-
PFM Financial Advisors, LLC	Financial Advisory Services	75,000	-
Portola Systems, Inc.	SMART Station Network Maintenance and Configuration Services	255,000	226,246
Precision Wireless	Tech Support and Maintenance for Land Mobile Radio	31,150	12,593
Quinn Covarrubias, a Professional Law Corporation	Legal Services for Rail Transit Matters	100,000	48,918
SEFAC USA	Portable Lifting Jack Inspection and Certification Services	8,000	-
Simple Appraisals Inc.	Perform Real Estate Appraisal Services	4,000	4,000
Sherwood Electromotion, Inc.	Overhaul Services for SMART's Permanent Magnet Alternators	60,000	21,680
Sierra-Cedar, LLC	Oracle Enterprise Resources Planning Software	150,000	44,975
Sonic.Net	Backhaul Agreement	9,451	-
Sonoma County Fleet Operation Division	Non-Revenue Fleet Vehicle Installation, Maintenance, and Repair Services	38,000	1,739
Sperry Rail Service	Rail Flaw Detection Services	13,500	-
SPTJ Consulting, Inc.	Network Monitoring and Support Services	303,219	88,169
Stericycle, Inc.	Medical Waste Pick-Up and Disposal Services	2,000	-
Summit Signal, Inc.	Call-Out Maintenance and Repair Services for Signal Grade Crossings	10,000	-
Survival CPR & First Aid, LLC	First Aid and CPR Training, AED Compliance Program	2,800	2,667
Swiftly, Inc.	AVL Mobile Application and Website Interface	8,820	-
The Pape Group, Inc. dba Pape Material Handling	On-site ANSI/OSHA Aerial Safety Inspections and Maintenance Services	3,941	3,773
Traffic Management, Inc.	Project Specific Flagging, Traffic Control and Related Services.	10,000	7,257
Traliant, LLC	Online Training Program	3,000	-
Tri Valley Recycling, Inc.	eWaste Collection and Recycling	100	-
Trillium Solutions, Inc.	Transit Feed Mapping Software	2,000	1,890
UTCRAAS, LLC	Wheel Pressing Services	25,000	-
Van Scoyoc Associates	Federal Lobbying Services	30,000	30,000
VenTek Transit Inc.	Fare Vending Machine Operations and Maintenance Services	282,704	127,744
Vista Broadband Networks, Inc.	Broadband Services	9,000	-
W.J.C. Electric, Inc. dba Hahn Automotive	Non-Revenue Vehicle Repair and Service	30,000	27,344
Ward Levy Appraisal Group, Inc.	Real Estate Appraisal Services for SMART-Owned Property	7,000	5,000
West Coast Arborists, Inc.	Tree Trimming and Tree Removal Services	30,000	1,200

Contractor	Scope	Fiscal Year 22/23 Projected	Fiscal Year 22/23 Actuals-To-Date
WRA, Inc.	As-Needed Environmental Consulting Services	119,040	50,437
Totals:		\$11,509,891	\$5,149,303

FREIGHT RAIL

American Rail Engineers Corporation	Freight - Railroad Bridge Inspections, Bridge Engineering, and Related Services	141,171	99,757
Asbury Environmental Services	Hazardous and Non-Hazardous Waste Removal and Disposal Services	10,000	190
Cathcart Rail Holdco, LLC dba Cathcart Field Services, LLC	Running Repair Agent Inspection and Maintenance Services	2,500	-
DeAngelo Contracting Services, LLC	Assignment of OP-SV-21-006 Vegetation Control Services	30,000	5,250
Doc Bailey Construction Equipment, Inc.	Freight - High Rail Vehicle Inspection, Maintenance, Repair, and Certification Services	2,000	-
Freight Rail Tracking Software Vendor	Freight Rail Tracking Software	29,574	1,531
GATX Rail Locomotive Group, LLC	Freight Locomotive Lease Agreement	32,864	21,092
Hue & Cry, Inc.	Security System at Schellville Depot	1,500	746
Hulcher Services, Inc.	On-Call Derailment Services	25,000	-
Koppers Railroad Structures, Inc.	Emergency Repair Work on "Railroad Slough" MP B38.97	1,626,167	-
Lambertus J. Versteegen dba South West Locomotive Repair	Overhaul and Repair Services of Locomotive RP20DB	20,000	6,401
Manson Construction Co.	Black Point Bridge Repair	576,870	576,870
Mickelson & Company, LLC	45G Tax Credit Advisory Services	14,351	14,351
North Bay Petroleum	Freight - Provision of Fuel for DMUs	90,000	36,399
Railcar Management, LLC	Freight Rail Tracking Software	29,574	2,375
Rail Power Services, LLC	Mobile Locomotive Maintenance, Repair, and Related Services	50,000	-
Stacy and Witbeck, Inc.	Design/Build Civil Construction of Windsor Extension - Airport Blvd	378,694	-
Summit Signal, Inc.	Routine Maintenance and Inspections	80,000	34,013
Wine Country Sanitary, Inc.	Portable Toilet Rental and Maintenance	1,576	1,377
WRA, Inc.	Freight - Task Order 5 - Black Point Bridge Biological Monitors - 3002C.C.7	5,960	5,960
Totals:		\$3,147,801	\$806,312

Actuals-To-Date includes invoices that have been approved as of January 31, 2023, but may not have been processed in SMART's Financial System.



David Rabbitt, Chair
Sonoma County Board of Supervisors

March 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
Santa Rosa, CA 94954

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

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

Kate Colin
Transportation Authority of Marin

Dear Board of Directors:

Chris Coursey
Sonoma County Board of Supervisors

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.

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

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.

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

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).

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Mary Sackett
Marin County Board of Supervisors

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.

Eddy Cumins
General Manager

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.

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

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



David Rabbitt, Chair
Sonoma County Board of Supervisors

March 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: Planning for the Future (Freight)

Kate Colin
Transportation Authority of Marin

Dear Board Members:

Chris Coursey
Sonoma County Board of Supervisors

RECOMMENDATION:

Discuss freight listening session and survey information.

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

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.

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Vacant
Transportation Authority of Marin

Eric Lucan
Marin County Board of Supervisors

This presentation will provide information from the freight surveys, emails, and listening sessions. Regarding freight, 34 people participated in the listening sessions, 65 surveys were collected, and SMART received 1 email response. This presentation will provide a synopsis of information collected, identify challenges, report recent improvements, and suggest a strategy for the future.

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Very truly yours,

Mary Sackett
Marin County Board of Supervisors

/s/

Eddy Cumins
General Manager

Eddy Cumins
General Manager

Attachment(s):

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

- 1) Planning for the Future – Freight (Top Five Themes)
- 2) Planning for the Future – Freight (Listening Session Summary Comments, April 27, 2022)
- 3) Planning for the Future – Freight (Email Submissions on Extension)
- 4) Planning for the Future – Freight (Survey)

ATTACHMENT 1

Planning for the Future

Freight – Top Five Themes

- Build new sidings to industrial sites focusing on lumber, beer, wine, cement, and aggregates. Make costs of freight spurs affordable, the process for creating spurs reasonable and hassle free.
- Expand SMART's freight service territory in the following ways:
 - Restore freight service to Cloverdale and Willits
 - Leverage the region's large shipping hubs located in Oakland and San Francisco
 - Intermodal transit appears to be the mainstay of transit; partner with the Port of Richmond to offer an alternative to freeway and Oakland
 - Offer intermodal service to one or more freight spurs in the north bay
- Market the advantages of shipping by rail, including:
 - How rail reduces greenhouse gas emissions
 - How rail reduces semi-truck impacts to highways
 - Utilize digital and print media, comprehensive social media, publicity and direct mail campaign(s) including video to communicate the environmental benefits of shipping freight by rail
 - Use graphics to show:
 - Fuel efficiency of freight rail over trucking
 - Greenhouse gas reductions by rail over road
 - Congestion relief when freight travels over the railroad and not the highway
- Create (public and/or private) partnerships with business, including partnerships with local large bulk producers like wineries and farmers to help ship goods faster. These partnerships would show that the need for freight is viable and thus would develop more freight rail connections and business.
- Upgrade the existing line to Cloverdale and Willits in Mendocino County.

ATTACHMENT 2

Planning for the Future
 Listening Session on Freight
 April 27, 2022
 Listening Session Summary of Comments

How can the North Bay make the most of its existing freight infrastructure?

Comments	Frequency
There is a lack of spurs along the freight rail corridor connecting to industries that could benefit from freight is a problem. There's a lot of rail in the North Bay, but no connections to industry.	
SMART should not run freight at all. SMART should shut it down and get rid of it quickly. Taxpayers should not be subsidizing freight service.	
I want to know existing conditions of the tracks on the Brazos Branch. <i>(Jon Kerruish provided a response.)</i>	

How can new ownership by SMART support the development of rail freight up to Cloverdale?

Comments	Frequency
SMART needs to support the construction of new spur connections to businesses along the corridor.	
The interconnection between spurs was taken out by former SMART management. SMART needs to get into weeds on cost/benefit financial analysis as construction costs are not trivial. And the opportunity for shippers is questionable. SMART needs to provide straight talk about this - SMART freight has poor optics.	
Trucks solve the last mile problem for freight. Short line railroads are not economic compared to trucks.	
SMART is now obligated to provide freight service as a common carrier.	

Do you know of any freight that could be shipped by rail on the existing SMART freight line between Brazos Junction and Cloverdale?

Comments	Frequency
I see three or four potential customers on the northern end of the line.	
Sonoma County has a housing crisis and should reach out to modular home builders across US for building components – this would be good PR tool on why freight is beneficial to Sonoma County.	
What is the status of LPG tankers? Do not get rid of LPGs until you have a way to replace the revenue.	

ATTACHMENT 2

I've walked the line from Windsor to Geyserville and there is historical evidence of freight operations which can inform you of where future business may be.	
The costs just do not support the benefits... The vast majority of comments on these listening forums support SMART. SMART needs to hear from people who oppose SMART.	
Build TOFC (trailer on flat car) ramps along the line to put trailers onto rail flat cars. This could be a good way to bring in more business and makes sense in an area where the spurs have been pulled out. This could be a good way to entice new freight customers.	
Place big ads in local media on freight.	
I authored a freight study for SMART that is on SMART's website. I used to be VP and GM of NWP (up to Eureka). There is a lot of info in that study for SMART that is very thorough, and I will come in and meet with you - I can be a resource.	
I want to see the shuttle return to Healdsburg. I think it's important... Think about a senior shuttle. You should Talk to senior centers in Cloverdale, Healdsburg, and Windsor. This would help build the ridership.	
Do I have to be over age of 21 to work for railroad? <i>(Jon Kerruish replied "yes.")</i> Are their plans to get passengers on the Brazos sub? Any plans for GGT railroad museum to run on SMART line?	
I really love SMART.	
What's happening with the old Standard Structures? <i>(Jon Kerruish replied, "I'll be checking up there.")</i>	
Will you be using same locos by NWP? <i>(Jon Kerruish replied "yes.")</i>	
Any thought of storing cargo at Schellville that is less toxic than LPGs?	
Would you keep the original horns on the locomotive? I love those horns.	

ATTACHMENT 3

Planning for the Future
 Email submissions on Freight (8)
 Summary of the email responses

There are a total of eight (8) email respondents, five (5) of whom stated their concurrence with the statements made by the author of email #3.

Email Comments	Frequency
<p>From email #3</p> <p>A) TRUCKS. There are at least three good reasons to get freight onto rail instead of trucks – acknowledging that trucks remain essential for local hauling and as the first and last mile(s) of rail shipments:</p> <p>1) Trucks release from 3 to 5 times as much GHGs to ship a ton of freight one mile. In this era of impending climate catastrophe, this is the most important reason to use rail as much as possible instead of trucks -- for example, hauling lumber, aggregate, refuse, and other commodities from Mendocino County to the Bay Area.</p> <p>2) Abuse of highways. Engineers use as a rule of thumb that a weighted axle causes stress on a highway in proportion to the fifth power of the weight. In plain English this means that a single fully loaded 18-wheeler does as much damage to a highway as literally thousands of passenger cars. [Compare a 2-ton 2-axle car with a 20-ton 4-axle truck, ignoring the cab wheels: For the car: 1 ton per axle, 1 to the 5th power is 1, Times 2 axles is 2. For the truck: 5 tons per axle, 5 to the 5th power is 3,125. Times 4 axles is 12,500. Ratio: 12,500:2 = 6,250 cars to 1 truck.)</p> <p>3) Safety. Trucks are a safety hazard. They kill people in accidents. Lots of weight to start and stop and steer around a curve or climb or descend a hill. And they have their own speed limits (55 mph vs 65 mph on most highways) but they never seem to obey them.</p> <p>B) FREIGHT to/from WILLITS. Apparently, although SMART owns the track only to the Sonoma/Mendocino County line at MP 89.0, it may have passenger rights to Willits at MP 142.5. It does not have freight rights, which are allegedly held by the Great Redwood Trail Agency. SMART should attempt to acquire those freight rights. The STB (Surface Transportation Board) would undoubtedly be sympathetic, as its charge is to promote railroads. The STB will never authorize railbanking of that track, as Mike McGuire is proposing, if there is a possibility of the track being resurrected for freight (or even passenger) service. Besides, the STB does not permit isolation of any railroad, and the California Western ("Skunk") would be isolated if the 89.0 to 142.5 section were railbanked.</p> <p>C) SMART's opponents have been a Johnny-One-Note from the beginning of the proposal to build SMART pushing the notion of Cost-Benefit Analysis</p>	<p>5</p> <p>Five respondents stated that this set of comments reflected they're thoughts about freight.</p>

ATTACHMENT 3

<p>(CBA). There is nothing wrong with the concept of CBA as a general principle, if "costs" and "benefits" are not narrow-mindedly confined to monetary matters. There are Costs and there are Benefits which cannot be measured by money. I believe that if a truly broad CBA were done, it would prove that SMART's benefits outweigh its costs.</p>	
<p>If you will be increasing the freight business, please give some consideration to being a better neighbor. The intersection at the foot of our driveway has a double installation of clanging bells, supposedly because of the small yellow pedestrian gates installed when the downtown Novato station opened. Currently, those bells go off even when freight trains, which don't stop at the station, pass through. Can you take action to prevent the second set from going off for freight trains? The freight trains often come through at night, and it's impossible to sleep through the clanging of the bells.</p>	
<p>It is very difficult to ask the public for provide input toward SMART's Freight Goals/Strategies when the 4/27/22 Listening Session presentation was not geared to the layperson (many acronyms). Specifically, the <u>Operation of Freight Service</u> PowerPoint showed two bullet points – "Current Contracts" (Two Petaluma roundtrips, Two CNRR roundtrips) that need much more explanation for understanding the context. Are these roundtrips daily or weekly? What hour of the day do they occur? Who are the Petaluma customers? What product is hauled in/out of Petaluma? Where is the origin/destination of the product(s)? Do the products also run on the CNRR and UPRR lines? Do the railcars cross Highway 37? If so, what hour of the day? Is there current track storage of non-hazardous railcars? If so, where?</p> <p>I'm certain the public does not know the answers to these questions. Do SMART Board members have a full understanding of these questions?</p>	

Planning for the Future

Representative survey results on Freight

Question 1: How can the North Bay make the most of its existing freight infrastructure?

1. Build new sidings to industrial sites focusing on lumber, beer, wine, cement, and aggregates.
2. Offer incentives to freight shippers for using rail over trucks through reduced pricing (be cheaper than trucking).
3. Expand SMART's freight service territory:
 - a. Restore freight service to Cloverdale and Willits
 - b. Leverage the region's large shipping hubs located in Oakland and San Francisco
 - c. Intermodal transit appears to be the mainstay of transit; partner with the Port of Richmond to offer an alternative to freeway and the Port of Oakland
4. Market the advantages of shipping by rail:
 - a. Reduces greenhouse gas emissions
 - b. Reduces semi-truck impacts to highways
5. Partner with existing shippers to ensure continuity of existing business and make meaningful connections with new businesses, industry groups, and logistics companies who may not know about the opportunities.

Question 2: How can new ownership by SMART support the development of rail freight?

1. Make it a reasonable cost to install a siding to a customer; make the creation of freight spurs affordable and hassle free.
2. Provide at cost switching services for the first 18 months to new and additive customers.
3. Develop key spur extensions for freight deliveries by high volume customers. SMART would likely need to build freight infrastructure to get buy in from private companies.
4. Increase and improve marketing, especially for transloading and warehousing. For example, Biaggi warehouses along the rail line and ship a lot. I'm sure there might be a market for their services in the Petaluma-Santa Rosa Area (beer distributing, wine shipments, etc.).
5. Offer intermodal service to one or more freight spurs in the north bay.
6. Create (public and/or private) partnerships with business, promote the opportunity for participating.
 - a. Offer to partner with local large bulk producers like breweries, wineries and farmers to help ship goods faster, with these partnerships and more it would show that the need for freight is viable, which it would be and thus could develop more freight rail junctions and cars

ATTACHEMENT 4

7. No coal or hazmat waste: keep Sonoma and Marin County as a tourism destination. Don't risk spoiling the natural beauty and agricultural resources.

Question 3: How can the environmental and cost-saving benefits of freight be communicated to potential customers and the public?

1. Utilize digital and print media, comprehensive social media, publicity and direct mail campaign(s) including video to communicate the environmental benefits of freight rail service.
2. Use graphics to show:
 - a. Fuel efficiency of freight rail over trucking
 - b. Greenhouse gas reductions by rail over road
 - c. Congestion relief when freight travels over the railroad and not the highway
3. Show how fuel and traffic reductions resulting from freight rail reduces wear and repair costs, reduces traffic time without additional lane construction.
4. Accurately communicate how freight will accelerate and support passenger service
5. Show wildfires and flooding in marketing campaigns, the benefits are clear to the public.

Question 4: Do you know of any freight that could be shipped by rail on the existing SMART freight line?

1. Wine, beer, and beverage producers
2. Lumber and aggregate
3. Agricultural supplies
4. Mead Clark Lumber, Friedman's, and Shamrock
5. Garbage haulers

Question 5: Is there anything else you would like to share with us about SMART freight?

1. SMART has a unique opportunity to relieve road congestion and improve living in the North Bay by providing freight as well as passenger service by getting trucks off SR-37, the highway could better serve commuters.
2. SMART shouldn't have taken freight over in the first place.
 - a. Since the freight operation cannot be subsidized by the sales tax, I really question how SMART can break even with freight. This is especially true with the Board's decision to eliminate freight car storage
 - b. SMART's involvement in freight was entirely done out of the public eye. Nothing about the purchase of NWP Co. meets normal standards for business. Transparency from this point forward is essential

ATTACHEMENT 4

- c. There isn't much bulk freight with a potential to be shipped by rail
 - d. Focus on your primary mission of serving the people of Sonoma and Marin counties with efficient, ecologically sound, convenient mass transit
3. Bring back the tank car storage business, it is a very good source of revenues.
4. Upgrade the existing line to Willits to connect to the existing California Western. Do not take the position that the line must be "gold plated" with concrete ties, new ballast, etc. to be reopened.
5. Promote freight to Mendocino and Lake counties focusing on:
 - a. Wine, lumber, pears, wine barrels, rocks, compost (i.e., Grab n Grow), wood patio furniture
 - b. Promote private transport/shipping, i.e., prized autos.
 - c. Promote private rail cars