



**BOARD OF DIRECTORS
REGULAR MEETING AGENDA
OCTOBER 21, 2026 - 1:30 PM**

Members of the public who wish to attend in person may do so at:
5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

The SMART Board of Directors 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/85410509881?pwd=pButHwakIVNRUQA9u5YBDyOfHXFD2h.1>
Webinar ID: 854 1050 9881; Passcode: 971474

TELECONFERENCE

Members of the public wishing to participate via teleconference can do so by dialing in the following number the day of the meeting: (669) 900-9128; Access Code: 854 1050 9881; Passcode: 971474.

WATCH THE BOARD MEETING VIA LIVESTREAM

View the live broadcasts of Board meetings online at: <https://www.sonomamarintrain.org/meetings>
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 Board@SonomaMarinTrain.org by 5:00 PM on Tuesday, October 20, 2026.

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
REGULAR MEETING AGENDA
OCTOBER 21, 2026 – 1:30 PM**

Members of the public who wish to attend in person may do so at:

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

1. Call to Order
2. Approval of the September 16, 2026 Board Meeting Minutes
3. Board Member Announcements
4. General Manager's Report
5. Public Comment on Non-Agenda Items

Consent Calendar

- 6a. Receive Monthly Ridership Report – September, 2026
- 6b. Receive Monthly Financial Status Report – July/August, 2026
- 6c. Adopt Resolution No. 2026-34 to make various changes to the Fiscal Year 2026/2027 Adopted Budget - Amendment #4
- 6d. Receive the SMART Transit Asset Management Plan (STAMP)

Regular Calendar

7. Adopt Resolution 2026-35 honoring Nina's 20+ years of District service & retirement, *Presented by Chief Operating Officer, Marc Bader*
8. Receive and discuss the Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis, *Presented by General Manager, Eddy Cumins*
9. Receive an update on Healdsburg station location outreach, *presented by Planning Manager, Zoe Unruh*
10. Receive the City of Healdsburg's Development Planning Presentation, *introduction by General Manager Eddy Cumins*
11. Adopt Resolution 2026-36 awarding Phase II Amendment No. CV-DB-25-001-2, the Early Works Package No. 2 for the Healdsburg Extension Project, *Presented by Chief Engineer, Bill Gamlen*

12. Next Board of Directors Meeting, November 18, 2026 – 1:30 PM – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
13. Adjournment

ACCOMMODATIONS:

Public participation is solicited without regard to race, color, national origin, age, sex, gender identity, religion, disability or family status. Upon request, SMART will provide for written agenda materials in appropriate alternative formats, or make disability-related modification or other accommodation, to enable individuals to participate in and provide comments at/or related to public meetings. To request a modification, accommodation, service, or alternative format, 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 may be submitted to the Clerk of the Board by email at board@sonomamarintrain.org or by phone at (707) 794-3330. Requests can also be made by mail to SMART, 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 Meeting:
October 21, 2026 – Public Comments**

Date	Name	9. Healdsburg Station Location Outreach Update
October 19, 2026	Jill Benson	Vine St., downtown, thinks more visitors would use the train to go downtown
October 19, 2026	Jasmin Carles	Would like the depot location. Doesn't understand why SMART is changing and is concerned with tree removal
October 18, 2026	Hank Skewis	Would like to know the footprint of the Vine St. location to have available for the public meeting on Thursday
October 19, 2026	Monique Verrier	Prefers depot location for many reason including, parking turning the depot into a visitor center, tree removal, roundabout and crossings and congestion
October 20, 2026	Bruce Abramson	Issues with the Vine St. location with letter addressing other issues, concerning parking, traffic, and trees
October 21, 2026	Joan Berler	Reread the 1982 R/UDAT and the 2013 CHAP and feels that the Hudson St. station would be best location
October 21, 2026	Walter Kopp	Supports the downtown station location
October 21, 2026	Bay Area Council	Support for Vine Street due to Healdsburg resident rejection of Measure O and development near Hudson street

From: [Ariel Kelley](#)
To: [Kyreen Jorgensen](#)
Subject: Fw: [EXTERNAL] - SMART Train Station location
Date: Monday, October 19, 2026 6:26:00 PM

ARIEL KELLEY | Councilmember

([she/her/hers](#))

City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Jill Benson <[REDACTED]>
Sent: Monday, October 19, 2026 6:23 PM
To: City Council <CityCouncil@Healdsburg.gov>
Cc: Ray Holley <RHolley@Healdsburg.gov>
Subject: [EXTERNAL] - SMART Train Station location

[CAUTION:] This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Healdsburg City Council,

I'm a Healdsburg resident and love our community. In evaluating where the Train Station should be located, I appreciate your efforts in gathering input from a variety of groups and consider the current available information. SMART Board has the ultimate decision but you can provide fair and balanced representation for the townspeople you represent. I believe the Train station should be located where it best serves its ridership and the community at large.

My understanding is the people who ride the train are students, elderly and our beloved workforce. Their destinations tend to be closet to the Downtown Vine location.

Tourists visiting our town would much prefer the Downtown Vine St location and its accessibility to the Plaza.

For these reasons and more, I feel strongly the Train Station should be located at the Downtown Vine St location.

Thank you for the work you do for our community.

Sincerely,
Jill Benson

- CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not

the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

From: [district3](#)
To: [Kyreen Jorgensen](#)
Subject: FW: Healdsburg DEPOT station- HARD NO ON VINE
Date: Monday, October 19, 2026 2:56:21 PM
Attachments: [image001.png](#)

Warmly,



Christine Culver

Third District Aide to Supervisor Chris Coursey
Sonoma County Board of Supervisors
575 Administration Dr., Room 100A
Santa Rosa CA, 95403
Phone: (707) 565-2241
Email: christine.culver@sonomacounty.gov

From: Jasmin Carles <[REDACTED]>
Sent: Monday, October 19, 2026 2:52 PM
To: district3 <district3@sonomacounty.gov>
Subject: Healdsburg DEPOT station- HARD NO ON VINE

EXTERNAL

LEAVE OUR TREES ALONE. HUDSON 100%.

Healdsburg deserves a depot that serves its residents, not a project that sacrifices our community's natural heritage to accommodate outside interests.

SMART, explain yourselves. Why the sudden switcheroo? Why revisit a decision after Healdsburg residents weighed in and our City Council voted for Hudson? Who benefits from changing the location, and who is paying the price? The public deserves answers, not political maneuvering and backroom ambiguity.

Be transparent. Name the trees. Of the 51 trees tagged on Vine Street, after nearly 17 have already been removed, which ones are slated for destruction? If this proposal is so beneficial to our community, why is it so difficult to give residents a straight answer?

These are not disposable obstacles on a development map. They are living, irreplaceable parts of our hometown. They provide shade, sequester carbon, support biodiversity, and create the

beautiful, shaded walking corridors where our children grow up. Some have stood for generations. You cannot simply plant a sapling and pretend to replace a 90 or 200 year old tree. You cannot manufacture a century of ecological value with a budget and a landscaping plan.

Our city invested time, public resources, and planning into the Hudson location. Residents made their voices heard. So why are we being asked to revisit this decision while our most treasured trees are being put at risk?

This is our hometown, not a tourist attraction to be redesigned at the expense of the people who live here. Our trees, our shade, our biodiversity, and our public spaces are not bargaining chips for SMART or anyone else's interests.

The absence of clear answers is eroding public trust. People have every right to question this process, its priorities, and whose interests are actually being served.

You do not get to come into our community, disregard the decisions already made, and destroy the character of one of our most beautiful streets without accountability.

We are watching. We are asking questions. And we will not be silenced by vague explanations or decisions made without meaningful transparency.

HUDSON 100%. LEAVE VINE STREET'S TREES ALONE.

Our town. Our trees. Our CHOICE.

How many deaths have you already had because of your train?

Keep the train out of our roundabout until the Geyserville extension is complete!!!!

This is ridiculous.

Y'all are morally bankrupt.

And I just found out that you used \$200,000 of our money city money for the sound test!!

Where you funded it in other places!

Please respond with some honest answers.

Our town is pissed at you.

I knew this was a terrible idea to begin with and we all should have known you were going to try to destroy our town.

Hudson or bust!

Angry, disappointed and feeling royally manipulated resident and business owner in
Healdsburg.

Jasmin

J

THIS EMAIL ORIGINATED OUTSIDE OF THE SONOMA COUNTY EMAIL SYSTEM.

Warning: If you don't know this email sender or the email is unexpected,

do not click any web links, attachments, and **never** give out your user ID or password.

- CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

From: [Ariel Kelley](#)
To: [Kyreen Jorgensen](#); [Julia Gonzalez](#)
Subject: Fw: [EXTERNAL] - SMART
Date: Monday, October 19, 2026 1:48:38 PM

Hi, Not sure who this needs to go to at SMART staff. Thanks!

ARIEL KELLEY | Councilmember

([she/her/hers](#))

City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Hank Skewis <[REDACTED]>
Sent: Sunday, October 18, 2026 7:49 PM
To: Ariel Kelley <akelley@Healdsburg.gov>
Cc: Chris Herrod <JHerrod@Healdsburg.gov>
Subject: [EXTERNAL] -

[CAUTION:] This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Ariel. Re: the proposed Vine St location, it would be nice to know the actual footprint of the facility. I think it would behoove SMART to have that information available on Thursday night. It would clarify what the impacts will be on the trees, parking and the pathway; also it seems reasonable to expect SMART to be able to tell residents how long construction is expected to take.

If you can help with getting this information out it would be much appreciated. Thank you.

I hope you and your family are doing well. Take care, Hank Skewis

“Judgement & Hatred Extinguish the Light of the Soul”

-Anonymous

- CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this

message along with any attachments.

Dear SMART Board –

I'm writing in support of the Hudson St Depot. It has been overwhelmingly preferred by Healdsburg residents.

I'd like to first address the repeated references to Vine St as Downtown. Both stations are downtown. Hudson is an additional 2-minute walk to Healdsburg Plaza fountain.

We have a southern area that is open to development. A senior housing project is going in across the street from Hudson. The Mill District is almost complete. There are brand new housing units by the bridge. The planned kayak park could attract train riders from all of Sonoma County – families with children engaging in healthy, low-budget outdoor recreation. From your prior presentations, none of those jobs or residences were included in your statistics.

We have an historic depot that most residents favored. Parking is plentiful, there is room for pickup and dropoff and there is room for platform construction with minimal disruption to traffic. Using that station would truly open the possibility for making Healdsburg a family destination. The Hudson St depot could be used as a visitor's center. The only downside may be that the #60 bus doesn't stop there. The #60 bus doesn't stop at Vine St either and rerouting it to Vine would not make sense because it would have to turn down our narrow streets to get back to Healdsburg Ave or it would have to go up Grove which is far less desirable. Hudson is less than a five minute walk to the #60 bus route. We still have multi-modal transportation options. Hudson offers more easy options as launching point for a bike adventure and we have our local bus.

Vine St, on the other hand, is a traffic nightmare whenever there is an event – and that includes during the Farmer's Market. Currently, the City closes North St and the entrance to the parking lot. As a result, Saturday is very congested and there is no parking. A train platform will not alleviate the problem – it will, in fact, create problems because there is no convenient pickup/drop off location that doesn't interfere with normal traffic or parking lot usage. In addition, many more trees will have to be cut down and many more parking spots will be lost for a Vine St platform. It is one of our few remaining mature tree-lined streets. Of course, the train will have to go through the roundabout eventually but we can get a few more years without that major disruption to our main thoroughfare. To be clear, 48 times/day times 90 seconds = 72 minutes which is over an hour of traffic stoppage at multiple crossings.

We can't assume that the roundabout is the only crossing that will be affected but it will be Matheson St, too. North/South traffic will be affected by the stoppage of East/West traffic on a highly trafficked street. The Vine St station is also very close to North St. It seems like there would be more than a 90 second road closure there with the platform so close to the intersection. Regardless, all the activity would be an unnecessary safety hazard. In addition, I imagine that pedestrians will have to be restricted to designated crossing areas between Hudson and Vine if the train goes to Vine. There is also the question of the usability of Vine St for commuters on the south end of town. They would have to fight traffic in the middle of town. Train riders coming from all directions have multiple options to access Hudson Depot. Vine St is congested enough.

In the meeting of 2/20/24, you placed a great deal of emphasis on your desire for our community to have what we wanted. Matter of fact, prior to your reopening this subject, you asserted your desire for cooperation and for Healdsburg to have what they wanted a number of times. The minutes related to SMART conclude with: "City Manager Kay summarized the Council's majority direction to move forward with the Hudson Street location and to return with additional information on ridership demographics"

There was no indication at this point that SMART would go against our City Council's majority decision. Between 2/24 and 6/26, both the City and SMART spent significant resources to advance a Hudson St Depot. In fact, in Jan this year, the City went out on bid and allocated more than a million dollars for planning that included development near the SMART station specifically located at the "historic rail depot" I could find not any pushback from SMART nor any indication that we should stop spending our time, effort, imagination and money on our anticipated historic depot. To be clear, there was no indication the depot location was anything but settled.

Subsequent to our decision and clear direction by the CC to SMART, Healdsburg CC formally endorsed Measure B. With their endorsement, Healdsburg overwhelmingly voted for Measure B. Healdsburg wanted a train station at the historic Hudson Depot. Now we are being rewarded for that by your reopening the station location discussion so to override our prior decision. In order to forward your new station preference, It appears that you are using different decision-making criteria than you have used for other stations.

SMART's planning area was half a mile for Windsor, Santa Rosa North and Downtown Santa Rosa. You are basing Healdsburg planning on jobs within a ¼ mile radius. The jobs numbers you used did not include the anticipated new jobs in the Mill District. Nor did they include the expected jobs at the new senior living complex or jobs in the area that would be revitalized by a Hudson Depot or the new kayak park. In addition, the housing number didn't include the new apartments and the new residences at The Hudson. The new kayak park will be a significant attraction walking distance from Hudson. We also have two private schools easy walking distance from Hudson Depot. It is more central. All our historical decisions have been for the Hudson Depot and the path of growth is south. You stated that we need to think about the future. That is just what the majority of the CC and of the residents have done yet you seek to override the decision we have clearly and repeatedly stated.

As part of making the determination, you reduced the distance that you considered walkable for jobs but not for households. The reality is that, by your own numbers, there are 65% more housing units within a quarter mile radius of Hudson St.

Further, you did not even provide ½ mile radius jobs numbers. Half a mile radius from Hudson would overlap the Plaza and increase the jobs number for Hudson significantly. Nonetheless, your numbers indicate that 61% of the workers in the quarter mile radius of the plaza are restaurant/hospitality workers. Those workers are significantly more likely to work part time and into the evening. I think by including those jobs with the same weight as 8-5 jobs, you grossly overstate the number of potential riders who might take the train to or from work.

I've expanded your chart to illustrate how competitive these sites really are to each other and how they both far exceed the averages for SMART

	Percent of Population	Percent of Housing Units	Percent of Jobs
SMART District	100.0%	100.0%	100.0%
Stations - 3 miles	66%	62%	64%
Stations - 1 mile	30%	29%	24%
Stations - 0.5 miles	17%	16%	9%
<i>Source:</i>	<i>Census 2020</i>	<i>Census 2020</i>	<i>LEHD 2020</i>

	All	HUDSON	Vine	SMART AVERAGE
Housing Units at 1/2 mile	5138	1450 28%	1509 29%	16%
Housing Units at 1/4 mile	5138	652 13%	393 8%	Unknown
Jobs at 1/2 mile	6638	unknown unknown	unknown unknown	9%
Jobs at 1/4 mile	6638	774 15%	1159 23%	unknown
Hospitality Workers 1/4 mile		144	705	
Percent of Hospitality Workers in Zone		19%	61%	

Looking at this chart, jobs at ¼ mile beat your average for ½ mile by 66%. I would argue that it would make sense to factor the job numbers down at Vine to adjust for the number of hospitality workers but I don't have sufficient data to make a guess at that. It is, however, sufficient to say that we are focusing on trivial differences. The fact is that people come to Healdsburg to visit a charming small town. A Vine St platform would bring people to a generic parking lot alongside a road denuded of its mature trees. They might as well have taken the train to Walnut Creek. A Hudson Depot opens many possibilities including maintaining a charming station, a central location for the plaza and recreation while not increasing the Vine St congestion and not encroaching on the roundabout prematurely.

You are predicting 413 passenger trips per day for Healdsburg. That is approx. 206 passengers making a round trip. This is a lot of work and we are never going to make a determination whether we would have 210 at Hudson or 190 at Vine or vice versa. We're talking about a few riders in the decision making context of the traffic and lifestyle impact on a town of over 10K. The stations are so close and the numbers are so soft that it's impossible to determine if either station will bring significantly more ridership based on the ¼ mile radius statistics. What is possible, however, is to look at your track record

on predictions. You predicted a daily ridership of 637 for Windsor by the end of 2025 – aprox 318 round trips. In your report to Windsor on 9/23/26, you reported under 400 daily alightings/boardings which was at least a third less than your apparently over optimistic projection for the station. That leads me to believe that any predictions may be plus or minus 30%. So all the numbers for both stations are within the margin of error so, given the fact that SMART cannot prove one station will result in significantly more ridership than another, the residents' desires must take precedence. It pains me to go through the historical documents and it really pains me to point out all these deficiencies in the calculus as we go through this avoidable exercise.

A Vine St station would inconvenience anyone who uses the roundabout or Vine St as soon as Healdsburg comes online. I understand that Cloverdale is unfunded and will cost hundreds of millions of dollars. It seems to me unlikely that SMART will be extending north within five years. That's five years of traffic jams and headaches with thousands of people swearing your name for a problem that is resolvable if you would just proceed with the plan that has been understood and affirmed for decades.

It appears that, in an effort to override our residents' determination, you are asking the millions of potential visitors to Healdsburg to weigh in on where they might like to debark in the event they visit us. I understand that you haven't done that for any other station. It's completely disingenuous. The graphics are misleading. You show the plaza but you don't show Memorial Beach. It is not clear that the plaza fountain is only 2 minutes further from Hudson by foot. Hudson appears to be in the boondocks. Vine St depicts not one but two county buses and many elements appear to be resized to appear to exaggerate the amount of parking, the ease of access and the width of the road. Vine St is narrow and congested with cars and parking. There are plans for a bike lane. The entrance to the parking lot is on North St which is closed for Farmer's Market and for some events. None of this is clear in your survey.

Please try to restore good faith with the residents and government of Healdsburg and accept our desire for a Hudson St station.

Thank you –

Monique Verrier

Long time resident of Healdsburg

From: [REDACTED]
To: [Board Questions](#)
Cc: [REDACTED]
Subject: FW: Smart article-Healdsburg station location
Date: Tuesday, October 20, 2026 1:38:00 PM
Attachments: [Scan2026-07-14_170230.pdf](#)

Dear Board Members,

Please see my enclosed letter regarding issues and problems I see with the proposed Vine Street station location in Healdsburg. I am a 37 year Healdsburg resident, ride SMART, and believe that The Hudson Street location will be a better choice both for riders and residents in Healdsburg. I spent a lot of time gathering this data and the numbers associated with my conclusions. I hope SMART staff will answer my concerns and questions and present them to the Healdsburg community meeting on Thursday, October 22, 2026 from 530 – 730 pm.

Thank you for your time and attention.

Bruce Abramson

[REDACTED]

Healdsburg, CA 95448

- CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

Subject:

SMART Depot Choice

The Vine Street SMART station location has many issues and problems which SMART has not addressed. Here is some basic data and my assumptions that I have made regarding parking, traffic congestion/backups, tree removals. I walked the tracks, counted parking spaces and trees, and went to the Windsor SMART Station to observe the dynamics there.

PARKING: SMART General Manager, Eddy Cumins, stated a probable need for 30 parking spaces at the potential Vine Street location. Is that a realistic number? I went to the Windsor SMART Station and observed 3 out of 4 parking rows were full with 96 cars at 10:15 am on Saturday, 10/10/26. Businesses were not open in that shared lot. A follow up on the following Wednesday at 12 noon also showed a full lot. SMART parking signs for 24 hour parking restrictions were noticed, but I didn't see any citations or ticketing for any cars in the lot.

If the Vine Street location uses more lanes and parking spaces, say 50-100 spots, will that crowd out our residents and visitors who may be pushed to the Safeway parking lot? The Hudson Street parking lot has space for 48 parking spaces. An additional 30-50 parking spaces could be added, giving a total of 80-100 parking spaces (if 1 or both station depot buildings were removed). Isn't this a better solution with more parking spaces?

Traffic Congestion/Backups: How many train roundtrips will Healdsburg have if there is a Vine Street station? Windsor has a weekday schedule of 48 south and north bound departure times daily from 3:56 am to 11:21 pm. Weekends have 24 trips daily. The Windsor crossing gates and bells at their roundabout are on for 55 seconds incoming and 70 seconds on outgoing departures. By contrast, we have 2 street crossing issues with the Vine Street station location. We have both the Roundabout and also the Matheson Street crossing which means potentially twice the delay (55 seconds X 2 crossings) at very busy east-west streets. SMART needs to transparently tell the community what is the train's lag time from the Roundabout to a potential Vine Street station? Hundreds, if not thousands of residents weekly, use the Matheson Street and Roundabout corridors for going to the Safeway shopping complex.

With trains potentially arriving and departing twice an hour (sometimes 3 X per hour in Windsor) in the morning and evening, the potential for traffic backups is huge, aggravating both cross-town residents as well as incoming visitors at the Roundabout. If the station is at Hudson Street then these nightmare scenarios should be minimal or non-existent. Residents and visitors can go about their business without congestion and delays.

TREES: I counted 118 trees (multiple tree trunks) between the Roundabout and North Street (both inside and outside the fence). This count had a mixture of metal tags and ribbons on the trees. All were counted. I believe that many perhaps all of these trees will be removed. Why? After the Roundabout towards the Vine station location, the single track will divide into two tracks that will go into the Vine Street Station. This means the current walkway and trees along Vine Street between the Roundabout and North Street could be removed to accommodate the width of two tracks going to the Vine Street location. SMART has a rendering of both station locations in their SMART Project Update Report 9/16/26

on pages 24-25. All existing trees appear to be removed along Vine Street next to the track between Matheson and North Street. They are partly replaced with lollipop trees of some kind. SMART needs to provide the community with clear station renderings and hypothetical number of Healdsburg roundtrips as well as times that gates will be down at the 2 crossings approaching the Vine Station. The Hudson Street location will have none of these issues about tree removals, and is the better station location.

These are just a few of the serious negative side effects of a Vine Street station location. SMART needs to understand and mitigate our community's concerns on these issues and not ignore, obfuscate, or downplay concerns of thousands of residents. SMART has been presented with an original site, and should stick with the Hudson Street location that the City Council and most residents have requested for years.

From: [Eddy Cumins](#)
To: [Kyreen Jorgensen](#)
Subject: FW: Healdsburg SMART Station location
Date: Wednesday, October 21, 2026 10:12:24 AM

FYI

From: Joan Berler [REDACTED] >
Sent: Wednesday, October 21, 2026 9:14 AM
To: district3@sonomacounty.gov; Ariel Kelley <akelley@healdsburg.gov>; Eddy Cumins <ecumins@sonomamarintrain.org>
Subject: Healdsburg SMART Station location

Dear SMART Board -

I've read and re-read the Healdsburg's 1982 R/UDAT and 2013 CHAP, especially where the former recommends creating a shopping area that caters to the needs of locals. This is what became the Vineyard Shopping Center and Vine Street - a Safeway and peripheral retailing for "everyday needs" that allowed access and parking separate from the Plaza area, which was to be developed to promote tourism. The CHAP envisions the return of the train to Hudson Street, and transit-oriented housing nearby.

Locating the SMART station on Vine Street would turn our planning upside down, and create tremendous congestion on Grove/Vine Streets. Trees, parking, flooding, inability to build the type of housing we need nearby all need to be considered.

I fully support placing the SMART station at the original, planned location on Hudson Street, where it will best serve our locals, visitors and the future of our city.

Joan Berler
Healdsburg
[REDACTED]

--

[Joan Berler](#)
[REDACTED]

- CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return

e-mail and delete this message along with any attachments.

From: [REDACTED] [kopp](#)
To: [Board Questions](#)
Subject: I support the downtown Healdsburg station.
Date: Wednesday, October 21, 2026 10:25:29 AM

I support the new proposal.

Walter Kopp
[REDACTED]

- CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

From: [Adrian Covert](#)
To: [Board Questions](#)
Cc: [Joanne Webster](#); [Abby Arnold](#)
Subject: Healdsburg Station
Date: Wednesday, October 21, 2026 1:32:10 PM
Attachments: [img-f51e1248-ee18-49a9-9447-3f050d259e03.png](#)
[img-d550b5ee-314a-430d-8516-f7a81a16da95.png](#)
[img-220a9d18-6f6f-4513-a8ca-4f527c93dc48.png](#)
[img-063fef75-a45c-40f4-9c55-0cdf0884758.png](#)
[img-89c71c58-b934-49cd-b0d5-a25d58c07d02.png](#)
[10.21_HealdsburgSMART.pdf](#)

Greetings,

Please see the attached letter from the Bay Area Council, North Bay Leadership Council, and Santa Rosa YIMBY regarding the future Healdsburg SMART station.

Best,
Adrian



Adrian Covert

Senior Vice President, Public Policy

M: 415-519-9141

The Klamath Pier 9, The Embarcadero, San Francisco

www.bayareacouncil.org



- CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.



October 20, 2026

The Honorable Chris Coursey
Chair, SMART Board of Directors
5401 Old Redwood Highway
Petaluma, CA 94954

Re: Healdsburg SMART Station

Dear Chair Coursey and Board Members,

This past June, our respective organizations were proud to join the 72% of Marin and Sonoma County voters in affirming our collective support for the continued operations and expansion of SMART. SMART is essential for unlocking sustainable transit-oriented development along the 101 corridor. Fulfilling this critical mandate requires SMART to make decisions in the interest of its entire ridership, not just that of any one community.

Our organizations share serious concerns about the possibility of locating the Healdsburg SMART Station at the Depot Site. Especially concerning is the Depot's inability to accommodate connecting route 60 regional buses. A transit system is only as good as its weakest connection, and overwhelming evidence shows transit ridership plummets whenever riders are forced to endure inconveniences not experienced by driving. The inability to accommodate regional bus connection isn't a minor convenience, but a major flaw.

In 2024, Healdsburg residents rejected Measure O, a modest up-zoning proposal to allow more housing. The failure of Measure O means Healdsburg is, and will continue being, a large net-importer of workers, with 34% more inbound commuters than outbound. Even more people arrive in Healdsburg daily to visit the shops and restaurants around Healdsburg Plaza. The Mill District's proposed development of 216 new housing units, 53 hotel rooms, and 15k square feet of commercial space will not change this dynamic.

SMART has an obligation to the region to make investments in the best interests of its ridership. The inability of the Depot site to accommodate connecting buses, combined with Healdsburg Plaza's greater density of destinations (now and in the future), and Healdsburg's decision to limit housing growth means Healdsburg will remain a net-importer of workers and visitors.

For these reasons, we respectfully urge the SMART Board to select the Healdsburg Plaza site for its next station.

Sincerely,

Emily Loper
Senior Vice President, Public Policy
Bay Area Council

Joanne Webster
President & CEO
North Bay Leadership Council

Abby Arnold
Local Co-Lead
Santa Rosa YIMBY



**BOARD OF DIRECTORS
REGULAR MEETING AGENDA
September 16, 2026 - 1:30 PM**
5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

1. Call to Order [\[04:07 Minutes Mark on the Video Recording\]](#)

[Audio was lost from 04:07 to 05:33 Minutes on the Video Recording](#)

Chair Coursey called the meeting to order at 1:30pm. Directors Cader Thompson, Colin, Garbarino, Kelley, Lucan, Pahre and Rabbitt were present. Directors Fleming, Jacobs, Paulson and Vice Chair Sackett were absent.

General Manager Cumins introduced Chief Financial Officer, Troy Bingham who shared a few words.

Public Comment
None

2. Approval of the August 19, 2026, Board Meeting Minutes [\[05:51 Minutes Mark on the Video Recording\]](#)

MOTION: Director Kelley moved approval of the August 19, 2026 Board Meeting Minutes as presented. Director Lucan seconded. The motion carried 8-0-0-4 with Directors Fleming, Jacobs, Paulson and Vice Chair Sackett absent.

Public Comment
None

3. Board Member Announcements [\[06:51 Minutes Mark on the Video Recording\]](#)

Directors Cader Thompson, Garbarino and Kelley spoke.

4. General Manager's Report [\[08:36 Minutes Mark on the Video Recording\]](#)

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

- Contracts/Procurements over \$100k

- Ridership Report
- Redwood Bikeshare
- SCT Route 40X Connection
- Transit Month
- Planning for the Future Update
- Questions

Director Fleming arrived at 1:39PM

Board Comments [15:01 Minutes Mark on the Video Recording]

Chair Coursey commented on Redwood Bikeshare and the 1st/last mile and thanked the regional support.

Director Kelley asked about long-term funding for SMART Connect.
General Manager Cumins responded to Director Kelley's question.

Chair Coursey commented on the regional collaboration regarding Sonoma County Transit and SMART to connect Sonoma Valley.

Public Comment:

Susan Kirks and General Manager Cumins responded

5. Public Comments on Non-Agenda Items [19:55 Minutes Mark on the Video Recording]

The following individual spoke under Public Comment:

- Susan Kirks and Chair Coursey responded

Audio was lost from 22:05 to 22:38 Minutes on the Video Recording

6. Consent [22:38 Minutes Mark on the Video Recording]
- a. Accept Monthly Ridership Report – August 2026
 - b. Approve Monthly Financial Status Report – June 2026
 - c. Adopt Resolution No. 2026-31 to make various changes to the Fiscal Year 2026/2027 Adopted Budget - Amendment #3
 - d. Adopt Resolutions 2026-32 and 2026-33 authorizing increased amounts for the filing of SMART's annual applications for State Transit Assistance and State Transit Assistance State of Good Repair funding

Public Comment

None

MOTION: Director Kelley moved approval of Consent Agenda, as presented. Cader Thompson seconded. The motion carried 9-0-0-3 with Directors, Jacobs, Paulson and Vice Chair Sackett absent.

7. Consideration of Healdsburg Station Location and Request Direction to conduct

Public Outreach, *Presented by Planning Manager, Zoe Unruh, Co-presenter, Chief Engineer, Bill Gamlen* [23:18 Minutes Mark on the Video Recording]

General Manager Cumins provided an introduction
Chair Coursey requested clarification regarding the decision-making body, General Manager answered

Chief Engineer, Bill Gamlen presented first part [27:55 Minutes Mark on the Video Recording]
Chair Coursey asked about the total estimated cost and was answered by Chief Engineer, Bill Gamlen

Planning Manager, Zoe Unruh Presented second part [33:51 Minutes Mark on the Video Recording]

Board Comments [47:22 Minutes Mark on the Video Recording]

Director Colin commented about parking, existing infrastructure and the type of outreach

Director Rabbitt asked about distance to walk, parking and the percentage of ridership. General Manager Cumins and Planning Manager, Zoe Unruh answered
Director Fleming asked about the roundabout and funding. General Manager Eddy Cumins answered

Director Garbarino commented on the renderings

Director Lucan asked about tailoring the outreach. Planning Manager, Zoe Unruh answered. Director Lucan asked about noise and General Manager Cumins answered.

Chair Coursey asked about distance to downtown and Planning Manager, Zoe Unruh answered

Director Kelley asked about pedestrian controls, parking count, refurbishing depot buildings and outreach. Chief Engineer, Bill Gamlen and General Manager answered

Public Comments [01:05:41 Minutes Mark on the Video Recording]

Janet Seal

Alan Zetterburg on Behalf of David Lawrence

Mark Horn

David Hagele and Chair Coursey asked for help from Healdsburg Council regarding outreach

Kathryn Phillip

Mark McMullen

Mary Flores

Director Kelley asked about an at-grade pedestrian crossing and Sonoma County Transit engagement. General Manager Cumins answered.

Coursey acknowledged receipt of Mr. McMullen's public comment letter.
General Manager Cumins spoke to collaboration with Sonoma County Transit.

Director Rabbitt left the meeting at 2:38PM

Chair Coursey, on behalf of the Board, provided direction to staff to conduct additional public outreach regarding the location of the Healdsburg station.

Director Pahre complimented Staff.

Director Kelly also commented about a quiet zone ordinance and upgraded infrastructure no matter where the station is located

Closed Session [01:29:46 Minutes Mark on the Video Recording]

8. Conference with Legal Counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a);
Number of cases: One (1) Case: Hickey v. Sonoma-Marín Area Rail Transit District (SMART) - Superior Court of California, County of Sonoma – 25CV01946

9. Report Out Closed Session [01:52:15 Minutes Mark on the Video Recording]

District Counsel Sutherland reported out of Closed Session at 4:39 PM on the following:

10. Conference with Legal Counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a);
Number of cases: One (1) Case: Hickey v. Sonoma-Marín Area Rail Transit District (SMART) - Superior Court of California, County of Sonoma – 25CV01946

Report Out: No reportable action.

11. Next Board of Directors Meeting, **October 21, 2026 – 1:30 PM** – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
12. Adjournment – Meeting adjourned at 3:18 PM

Respectfully submitted,

Kyreen Jorgensen
Clerk of the Board

Approved on: _____



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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

October 21, 2026

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

SUBJECT: September 2026 Monthly Ridership Report

Dear Board Members:

RECOMMENDATIONS: Receive the September 2026 Monthly Ridership Report

SUMMARY:

We are presenting the monthly ridership report for activity for the month of September 2026. This report shows trends in ridership for SMART by tracking Total riders, Average Weekday riders, and Average Saturday riders, Average Sunday/Holiday riders, as well as bicycles and mobility devices on board the trains. The report also includes total users counted on the SMART Pathway for the month, and total riders on the SMART Connect shuttles.

With the transition to the Automatic Passenger Counter (APC) in October 2022, SMART 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); the system was revalidated and recertified by FTA in June 2025. 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 free-fare riders.

This report compares the most recent month to the same month during the prior year, as is standard industry practice for tracking trends over time. These reports also note relevant details associated with fare program discount usage and trends in riders bringing bicycles onboard as well as riders who use mobility devices.

SMART's ridership data through September 2026 is posted on the SMART website (<https://sonomamarintrain.org/RidershipReports>).

FISCAL IMPACT: None.

Sincerely,
/s/
Zoe Unruh
Planning Manager

Attachment: 1.) Monthly Ridership Report – September 2026

SEPTEMBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
October 21, 2026

September 2026 saw a slight decrease in ridership from the previous month. Average weekday ridership was 5,754, up 0.1% from August and up 22% over September 2025. Compared to the prior month, average Saturday ridership decreased by 2% and average Sunday ridership increased by 9%. However, average Saturday and Sunday ridership increased 47% and 49%, respectively, compared to September 2025. Total monthly ridership was 154,767 up 27% over September 2025 and 146% over September 2019 (pre-COVID).

As background, 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 November 2022, SMART added 2 additional midday trips, for a schedule of 38 trips per weekday. In May 2023, SMART added two evening trips on Friday and Saturday, known as the Starlighter. In November 2023, SMART suspended the Starlighter service but increased weekend service, running 16 trips total on both Saturday and Sunday. In August 2024, SMART added two additional round trips for a total of 42 trips each weekday. In late May 2025, SMART began running service to Windsor Station. On April 12, 2026 SMART increased service as part of the implementation of the Marin and Sonoma Coordinated Transit Service Plan (MASCOTS), and added three additional weekday round trips and four additional weekend roundtrips for a total of 48 trips each weekday and 24 trips on both Saturday and Sunday.

The tables below present data for September 2025 and 2026 year-over-year.

MONTHLY TOTALS YEAR-OVER-YEAR	SEPTEMBER 2025	SEPTEMBER 2026	% Change
Ridership	121,621	154,767	27%
Fare-based Ridership (Clipper + App Only)	62,559	75,744	21%
Average Weekday Ridership	4,699	5,754	22%
Average Saturday Ridership	2,714	3,987	47%
Average Sunday Ridership	2,415	3,598	49%
Bicycles	17,344	20,412	18%
Mobility Devices	321	456	42%

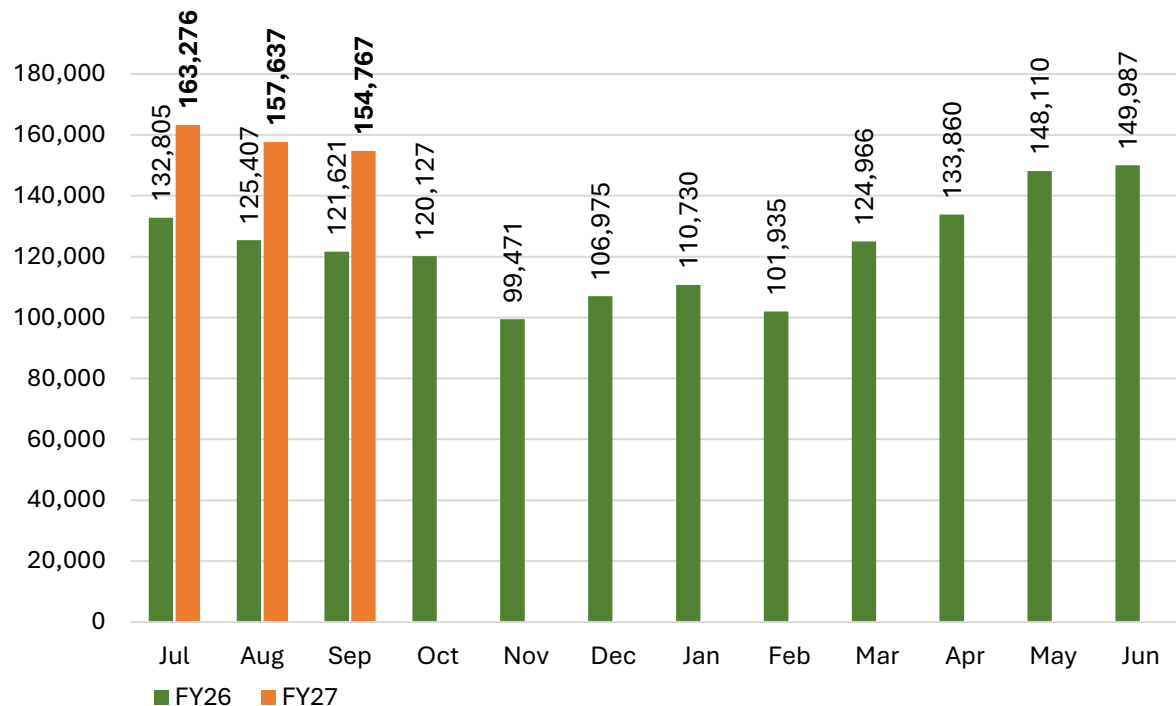
SEPTEMBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
October 21, 2026

FISCAL YEAR (Jul - Sep)	Fiscal Year 2026	Fiscal Year 2027	% Change
Ridership	379,833	475,680	25%
Fare-based Ridership (Clipper + App Only)	188,379	226,480	20%
Average Weekday Ridership	4,724	5,657	20%
Average Saturday Ridership	2,849	4,316	51%
Average Sunday Ridership	2,705	3,882	44%
Bicycles	48,986	59,327	21%
Mobility Devices	1,200	1,470	23%

The following charts compare the average weekday ridership, average weekend ridership, and monthly totals for FY26-FY27.

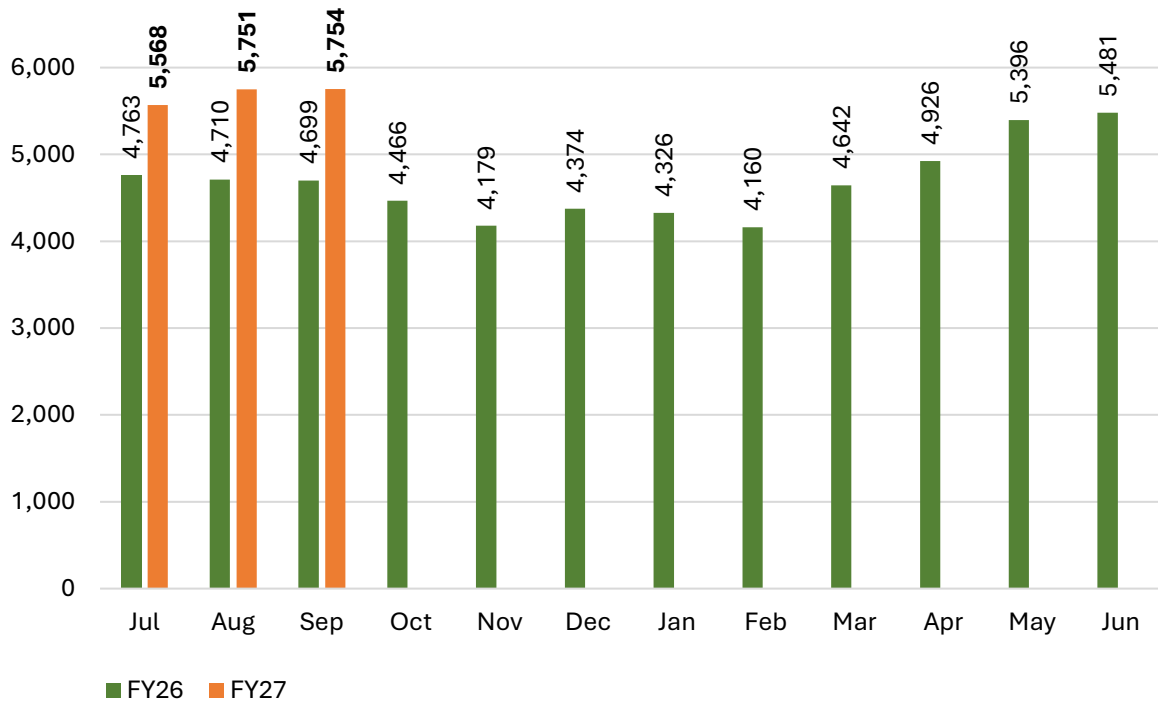
SMART Monthly Ridership (FY26 - FY27)



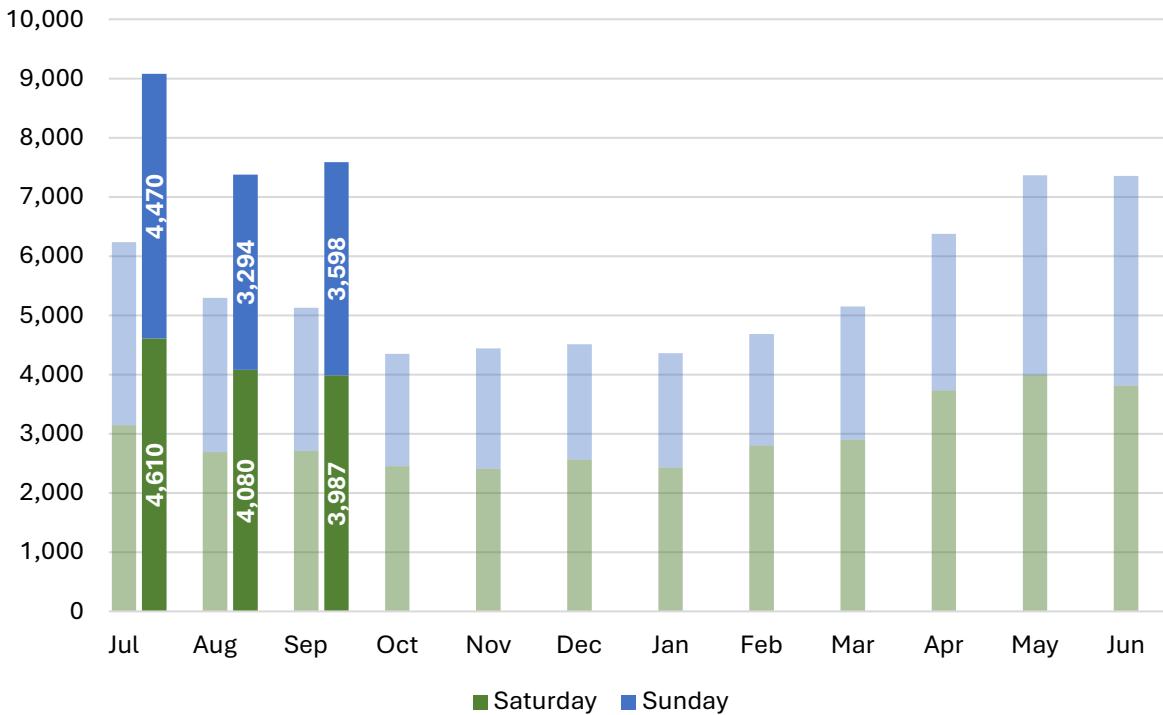
SEPTEMBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
October 21, 2026

SMART Average Weekday Ridership (FY26 - FY27)



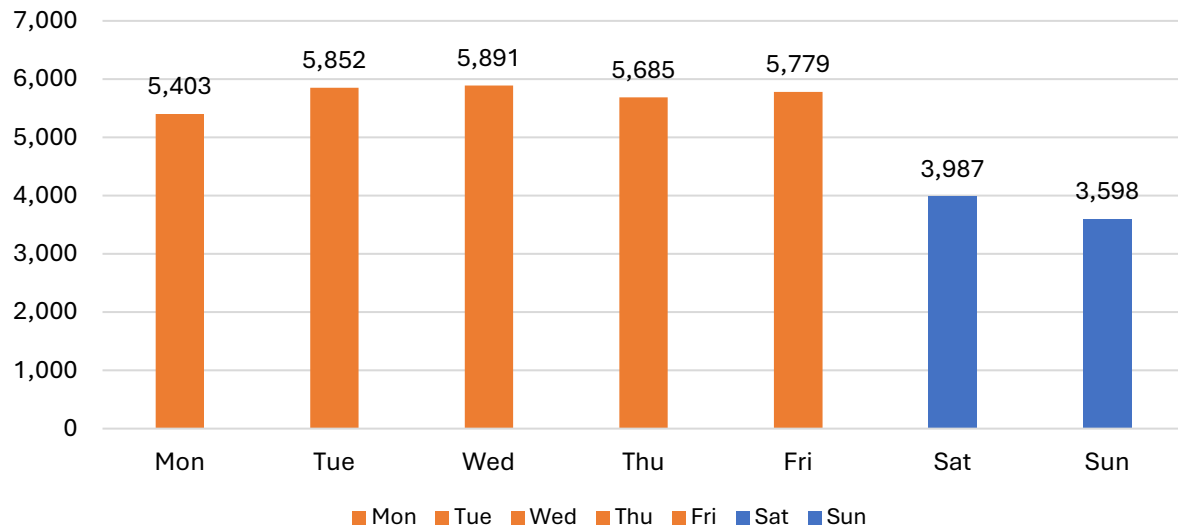
SMART Average Weekend Boardings (FY26 - FY27)



SEPTEMBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
October 21, 2026

Average Boardings by Day of the Week (September 2026)

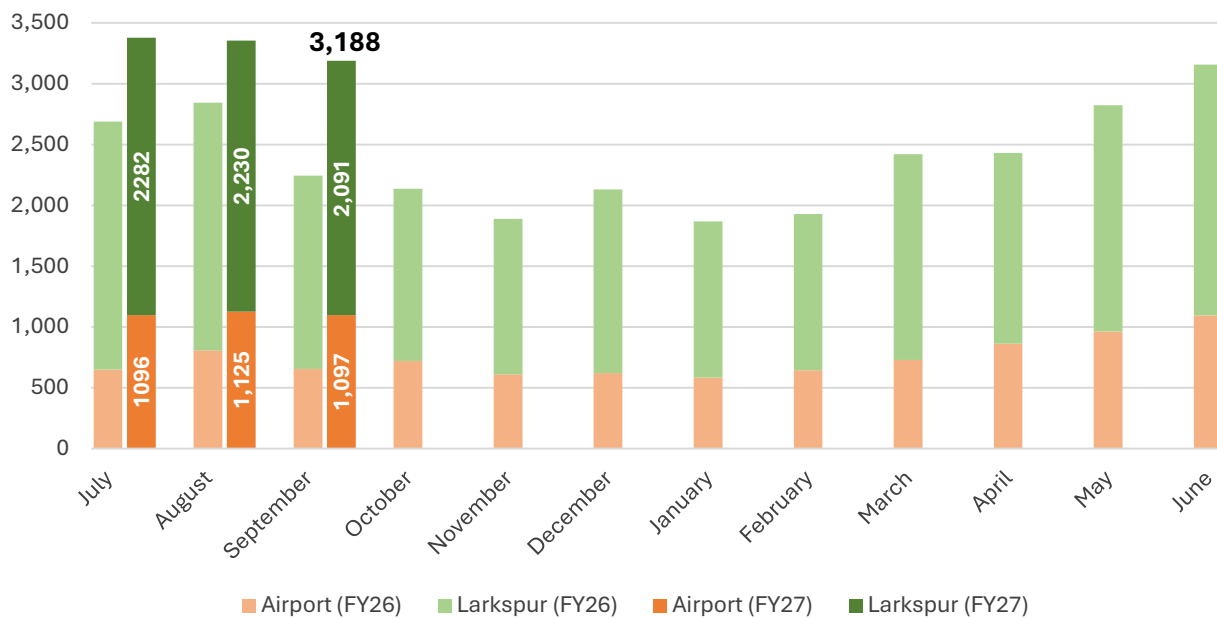


SMART Connect Program

SMART currently operates two on-demand shuttles, SMART Connect Airport and SMART Connect Larkspur. SMART Connect Airport, launched in June 2023, serves the SMART Sonoma County Airport station, the Charles M. Schultz Sonoma County Airport, and the surrounding area. SMART Connect Larkspur, launched in June 2024, serves the SMART Larkspur station, the Golden Gate Larkspur Ferry Terminal, and the surrounding Larkspur Landing area. The goal of the SMART Connect program is to facilitate first-and-last mile connections from SMART stations through the provision of a reliable on-demand shuttle that SMART riders can use for transit transfers, work and school commutes, and other destinations. SMART Connect uses microtransit software from The Routing Company called Ride Pingo, which allows users to pre-book trips or book a ride on-demand. Riders can also book by phone or walk-on, space available. In April 2025, Connect Shuttle service hours at Larkspur were expanded from 4 to 7 days per week; both shuttle locations now offer daily service.

Total September monthly ridership for the SMART Connect program was 3,188 riders.

SMART Connect Ridership (FY26-FY27)



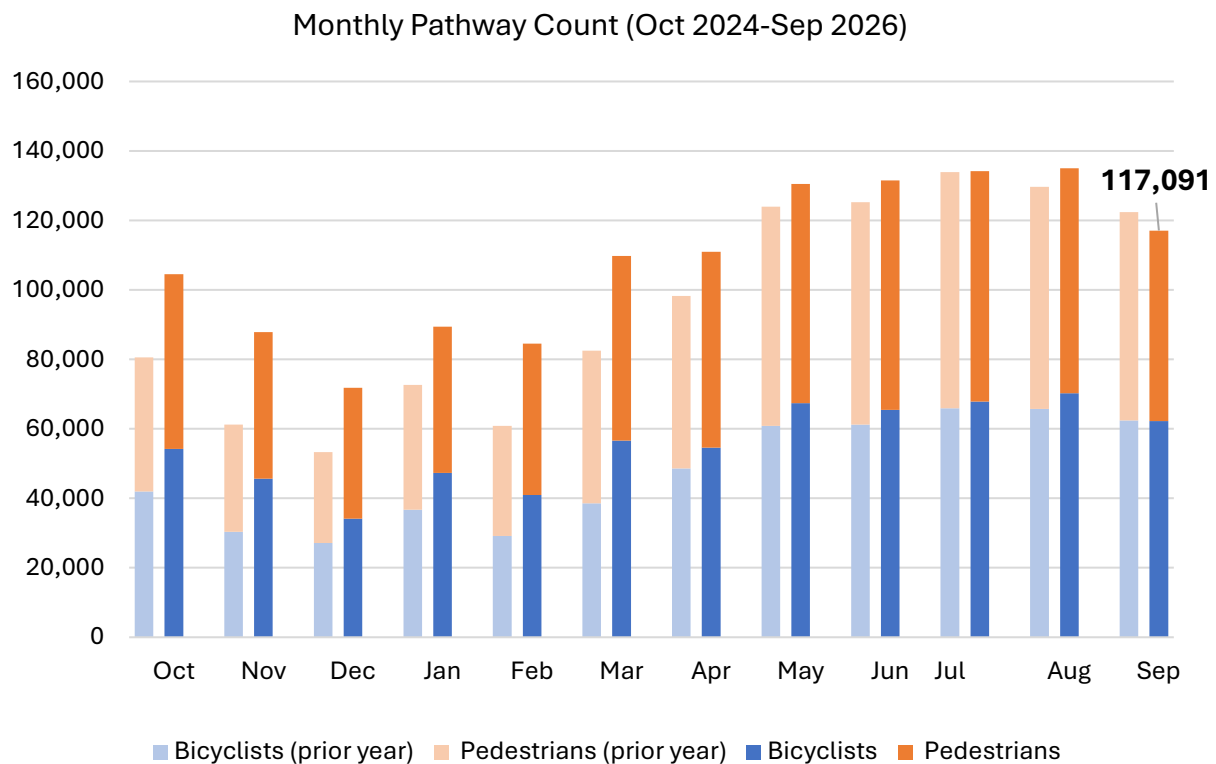
SEPTEMBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
October 21, 2026

SMART Pathway

As of May 2025, SMART has installed 14 counters on the Pathway, with six in Marin County and eight in Sonoma County. The counters differentiate between bicycles and pedestrians, and track data by time of day and day of the week. The counters cannot distinguish between unique users, but based on the estimated average trip length of 3 miles, and the average spacing between counters of 3.7 miles, the counts are considered an accurate estimate of monthly pathway usage. As additional pathway segments are constructed, counters will be placed on those segments to measure pathway usage. To date, count data has shown a fairly even split between pedestrians and bicyclists.

In September 2026, SMART counted 117,091 users on the pathway.





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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

October 21, 2026

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

SUBJECT: Monthly Financial Report

Dear Board Members:

RECOMMENDATIONS:

Receive Monthly Financial Status Report – July and August 2026

SUMMARY:

This report provides information for the first two months of Fiscal Year (FY) 2027, including details on the Board Adopted Budget through Budget Amendment #2. Attached, you will find separate charts displaying both budgeted and actual revenues and expenses for passenger rail and freight. The "actual" columns reflect revenues and expenses for two months of FY 2026 (July - August). Additionally, for passenger rail, we have included more detailed information on sales tax and fare revenues, presenting current data alongside comparative figures from FY 2023 to FY 2027. Sales and Use Tax revenue currently shows as zero, as we do not receive our first payment of the fiscal year until September.

The report further outlines the approved budget, actual expenses, and remaining budget balance. Please note that expenses may not occur evenly throughout the fiscal year; many significant costs are incurred at specific intervals. Even though revenues appear to be low, most of that revenue is tied to specific projects and we receive funds on a reimbursement basis. If the projects have not incurred the costs, we cannot bill the grant for them. Or, if the work on the projects continued through the end of the fiscal year, we will accrue those revenues and bill the agencies in arrears. As of this reporting period, total passenger revenues equal \$878,881 and total passenger expenditures equal \$10,083,852 for a difference of (\$9,204,971). The total freight revenues equal \$438,857 and freight expenditures equal \$288,170 for a difference of \$288,170. Additionally, we have included information on SMART's investments, detailing where our funds are held and the current amounts. Lastly, we present the current obligations, reserves, and fund balance requirements for FY 2027.

FISCAL IMPACT: None

Sincerely,
/s/
Claire Springer
Budget and Finance Manager

Attachments: 1.) Monthly Financial Report
2.) Contract Summary Report



MONTHLY FINANCIAL STATUS

July & August 2026

PASSENGER REVENUES

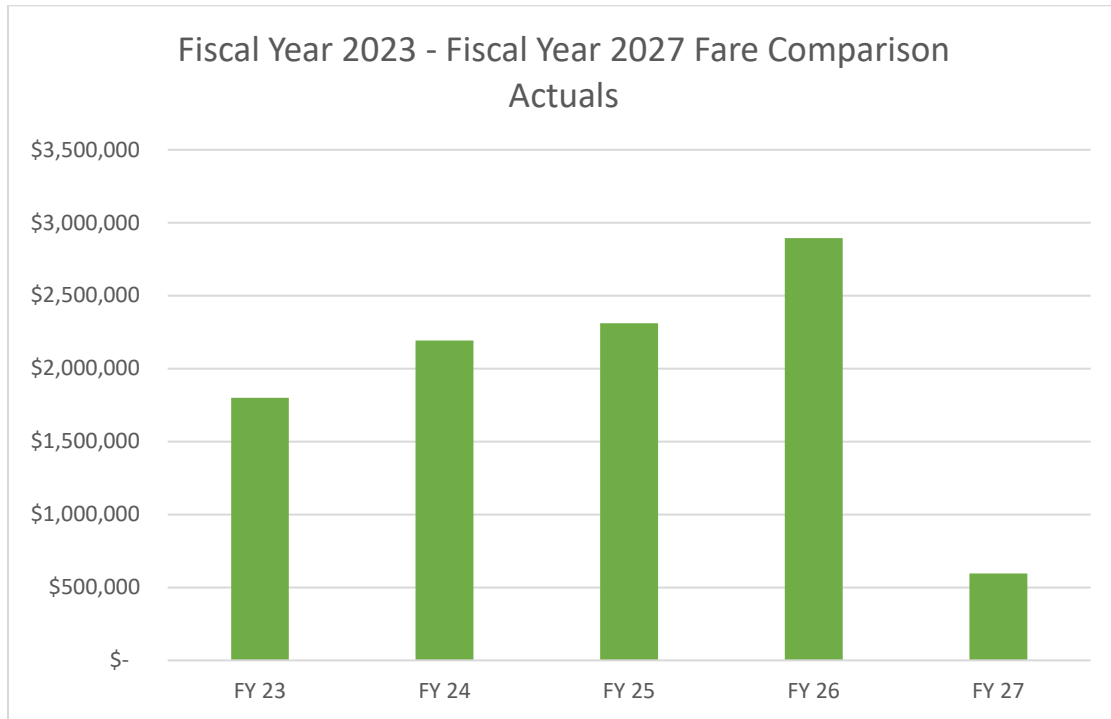
	FY 2027 Approved Budget and Amendments #1-2	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Sales & Use Tax	\$50,408,000	\$0	-\$50,408,000	-100%	83%
Sales Tax Collection Fees	-\$850,000	\$0	850,000	-100%	83%
Federal Funds	\$11,429,480	\$0	-\$11,429,480	-100%	83%
State Grants	\$26,191,335	\$0	-\$26,191,335	-100%	83%
Passenger Fares	\$3,333,189	\$595,858	-\$2,737,331	-82%	83%
Shuttle Fares	\$12,941	\$3,120	-\$9,821	-76%	83%
Parking Fees	\$55,727	\$12,827	-\$42,900	-77%	83%
Interest & Lease Revenue	\$1,500,000	\$177,103	-\$1,322,897	-88%	83%
Misc./ Other Revenues	\$833,443	\$89,974	-\$743,469	-89%	83%
Other Governments	\$1,443,159	\$0	-\$1,443,159	-100%	83%
Total	\$94,357,274	\$878,881	-\$93,478,393	-99%	83%

Measure Q Sales Tax

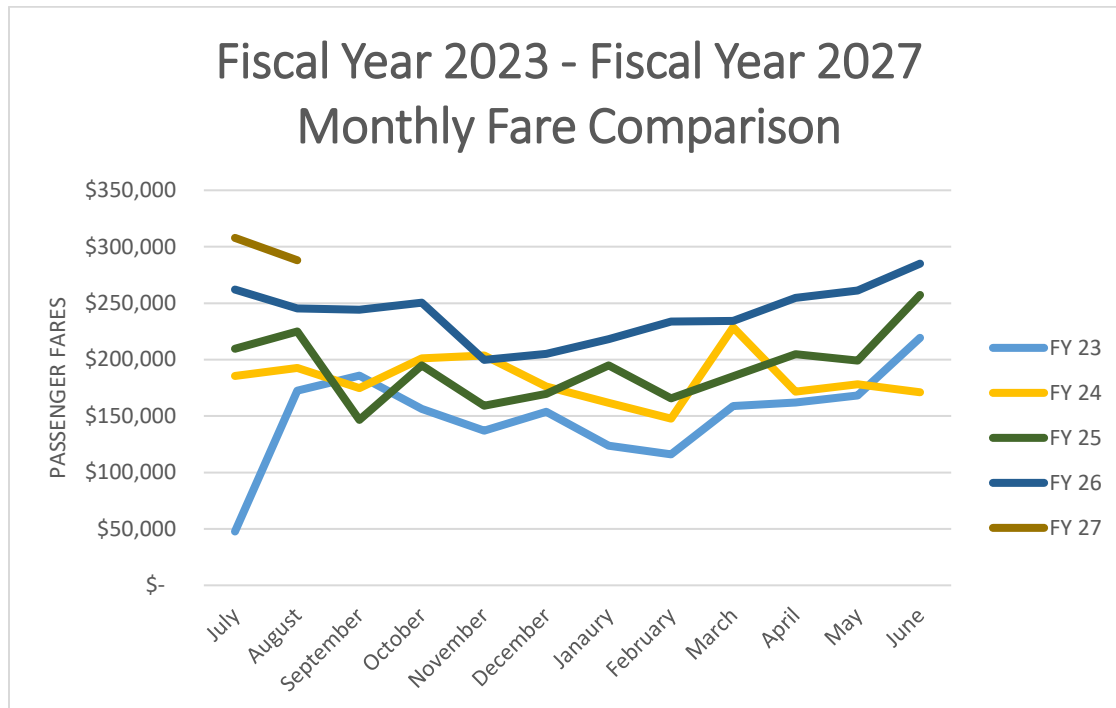
Fiscal Year (FY) 2027*

Time Period	July – Sept	Oct - Dec	Jan - March	April - June
FY 27 Forecasted Sales Tax	\$3,968,792	\$12,705,075	\$12,884,804	\$20,849,329
Actual	\$0	\$0	\$0	\$0
Difference	-\$3,968,792	-\$12,705,075	-\$12,884,804	-\$20,849,329

Fiscal Year 2023-2027 Fare Revenue Comparison



Fiscal Year 2023-2027 Monthly Fare Revenue Comparison



PASSENGER EXPENSES

	FY 2027 Approved Budget and Amendments #1-#2	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Administration					
Salaries & Benefits	\$7,932,132	\$1,255,664	-\$6,676,468	-84%	83%
Services & Supplies	\$12,956,062	\$1,475,434	-\$11,480,628	-89%	83%
Administration Total	\$20,888,194	\$2,731,098	-\$5,389,998	-87%	83%
Operations					
Salaries & Benefits	\$23,371,633	\$2,895,653	-\$20,475,981	-88%	83%
Services & Supplies	\$8,848,831	\$993,819	-\$7,855,012	-89%	83%
Operations Total	\$32,220,464	\$3,889,472	-\$28,330,993	-88%	83%
Engineering					
Salaries & Benefits	\$943,229	\$89,335	-\$853,893	-91%	83%
Services & Supplies	\$3,081,465	\$60,296	-\$3,021,169	-98%	83%
Engineering Total	\$4,024,694	\$149,632	-\$3,875,062	-96%	83%
Capitalized Expenses					
Facilities	\$14,606,473	\$3,271,993	-\$10,324,541	-78%	83%
Infrastructure	\$1,607,450	\$14,434	-\$260,056	-99%	83%
Equipment	\$10,321,700	\$27,224	-\$2,974,995	-100%	83%
Nonrevenue Vehicles	\$1,169,000	\$0	-\$553,663	-100%	83%
Capitalized Expenses Total	\$27,704,623	\$3,313,650	-14,113,255	-88%	83%
Total All Expenses	\$84,837,976	\$10,083,852	-\$74,754,124	-88%	83%

FREIGHT REVENUES

	FY 2027 Approved Budget and Amendments #1-#2	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
State Operating / Capital Grant	\$1,330,415	\$0	-\$1,330,415	-100%	83%
Caltrans SH 37	\$6,000	\$0	-\$6,000	-100%	83%
State Shortline Grant	\$308,190	\$0	-\$308,190	-100%	83%
Freight Movement Fees	\$800,000	\$123,846	-\$676,155	-85%	83%
Leases	\$278,100	\$33,041	-\$245,059	-88%	83%
Freight Storage	\$0	\$0	\$0	0%	83%
45(g) Tax Credit & Misc.	\$261,970	\$261,970	\$0	0%	83%
Total	\$2,984,675	\$438,857	-\$2,545,818	-85%	83%

FREIGHT EXPENSES

	FY 2027 Approved Budget and Amendments #1-#2	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Operations					
Salaries & Benefits	\$1,165,101	\$161,415	-\$1,003,686	-86%	83%
Services & Supplies	\$1,240,848	\$125,180	-\$1,115,668	-90%	83%
Operations Total	\$2,405,949	\$286,595	-\$2,119,355	-88%	83%
Engineering					
Salaries & Benefits	\$58,571	\$1,575	-\$56,996	-97%	83%
Services & Supplies	\$520,154	\$0	-\$520,154	-100%	83%
Engineering Total	\$578,725	\$1,575	-\$577,150	-100%	83%
Total All Expenses	\$2,984,674	\$288,170	-\$2,696,505	-90%	83%

CAPITAL PROJECTS

Capital Project Report Jul & Aug 2026					
	Total Project Budget	Expended in Prior Fiscal Years	Budgeted in FY27	Remaining Project Budget	Project Status
PASSENGER RAIL PROJECTS					
Development: Healdsburg Extension Progressive Design-Build	\$3,250,000	\$2,413,686	\$836,314	\$0	Work is ongoing.
Extension: Healdsburg Phase I	\$27,287,000	\$15,159,000	\$12,128,000	\$0	Progressive Design-Build Phase I underway.
Crossing: Jennings	\$3,969,500	\$23,446	\$650,000	\$3,296,054	Packaged for award later this fiscal year.
Bridge: Basalt Creek Timber Trestle Replacement	\$997,371	\$3,636	\$111,864	\$881,871	Currently out to bid.
Bridge: San Antonio Tributary Timber Trestle	\$1,437,788	\$13,088	\$117,703	\$1,306,997	Currently out to bid.
Pathway: Design for 7 Segments in Marin and Sonoma Counties	\$3,763,298	\$2,555,507	\$1,201,251	\$6,540	Conducting engineering design and pursuing environmental permits to prepare segments for construction.
Pathway: Joe Rodota Trail	\$1,557,876	\$56,108	\$715,000	\$786,768	Packaged for award later this fiscal year.
WFO: Joe Rodota to Third Street Traffic Signal (City of Santa Rosa)	\$1,321,756	\$139,367	\$400,000	\$782,389	Packaged for award later this fiscal year.
WFO: Santa Rosa Downtown Station Access (Developer)	\$703,017	\$0	\$325,000	\$378,017	Packaged for award later this fiscal year.
Pathway: Hanna Ranch to Vintage	\$7,094,512	\$126,229	\$214,766	\$6,753,517	Awaiting funding allocation, pursuing NEPA revalidation, and preparing contract documents.
Pathway: Guerneville Rd to Airport Blvd Pathway Permitting and Construction	\$14,159,904	\$18,480	\$189,262	\$13,952,162	In design, awaiting funding allocation. Pursuing NEPA clearance and environmental permitting.
Pathway: Olive Avenue Path of Travel	\$305,000	\$0	\$305,000	\$0	This project part of work being completed by City of Novato.
Station: Civic Center Kiss-n-Ride Design	\$224,000	\$147,545	\$76,455	\$0	Completing design work in this fiscal year.
State of Good Repair: St Vincent Culvert Repairs	\$325,156	\$3,770	\$321,386	\$0	Construction contract awarded.
FREIGHT RAIL PROJECTS					
8th Street Cantilever	\$163,121	\$2,967	\$160,154	\$0	Cantilever received, preparing for construction.
SGR: Freight Bridge Rehabilitation Phase III	\$360,000	\$0	\$360,000	\$0	New phase of Brazos Branch bridge rehabilitation, preparing contract documents.

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.

Cash on Hand	
Bank of Marin	\$11,186,499
Sonoma County Investment Pool	\$91,080,623
Total Cash on Hand	\$102,267,122
Reserves	
Self-Insured Reserve	\$2,370,675
OPEB/CalPERS Reserve	\$7,074,676
Operating Reserve	\$13,130,289
Capital Reserve	\$14,625,000
Corridor Completion Reserve	\$5,500,000
Total Reserves	\$42,700,640
Cash Balance	\$59,566,482
Less: Current Encumbrances	-\$41,330,544
Balance	\$18,235,938



Contract Summary

PASSENGER RAIL

Active contracts as of 8/31/2026

Contractor	Scope	FY 26/27 Encumbered	FY 26/27 Actuals
Actum II	California State Legislative Advocacy Services	\$ 126,000	\$ 21,000
Afaf Translations LLC	Oral and Document Translation Services	\$ 2,000	\$ 1,271
Alcohol & Drug Testing Services, LLC	Administration of DOT, FRA, and SMART-Regulated Drug and Alcohol Program Services	\$ 72,500	\$ 5,983
Alex Ruiz Sr. dba North Bay Bottling	Water Delivery Service to Fulton Maintenance Facility & Rail Operation Center	\$ 9,063	\$ 855
Alliant Insurance Services, Inc.	Insurance Brokerage and Risk Management Consulting Services	\$ 50,000	\$ 13,529
American Rail Engineers Corporation DBA Airshark	Railroad Bridge Inspections, Bridge Engineering, and Related Services	\$ 35,067	\$ 14,303
Asbury Environmental Services	Hazardous and Non-Hazardous Waste Removal, Disposal, and Related Services	\$ 500	\$ -
Balfour Beatty Infrastructure, Inc.	Track Surfacing, Lining and Ballast Restoration	\$ 166,185	\$ -
Barbier Security Group	Security Services at Cal Park Tunnel	\$ 5,718	\$ 1,906
Bender Rosenthal, Inc.	On Call Real Estate Advisory & Property Rights Acquisition Support Services	\$ 7,000	\$ 4,500
BKF Engineers	Design & Engineer Seven (7) Multi-Use Pathway Segments in Sonoma and Marin Counties	\$ 290,195	\$ 10,817
BlinkTag Inc	As-Needed Consulting Services to Creation, Maintenance, and Enhancement of GTFS Schedule Datasets	\$ 3,600	\$ 225
Bolt Staffing Service, Inc.	Temporary Staffing Services	\$ 10,000	\$ -
City Towel & Dust Services, Inc. DBA Sunset Linen & Uniform	Employee Uniform Rental and Laundering Service	\$ 18,200	\$ 5,888
Clean Solutions Services, Inc.	Janitorial and Custodial Services for SMART Stations, Offices, and Parking Lots	\$ 115,831	\$ 25,007
Code3 Entertainment Services, LLC	Microtransit Operator Services	\$ 621,649	\$ 125,600
County of Sonoma	Ongoing Maintenance and Monitoring of Riparian Enhancement Project at Helen Putnam Regional Park	\$ 51,899	\$ -
County of Sonoma	Ongoing Maintenance and Monitoring of Riparian Enhancement Projects at Crane Creek Regional Park	\$ 77,109	\$ 27,534
Courtney Robertson DBA CocoConsult LLC	Construction Alternate Project Delivery Advisor and Cost Estimation Services	\$ 331,327	\$ -
CraneTech Inc.	Maintenance, Inspection, and Certification of SMART's Crane, Hoists and Fall Protection System	\$ 5,219	\$ 1,181
DB E.C.O. North America Inc.	Perform Update to Dynamic Operations Simulation Modeling for the SMART Main Line	\$ 30,261	\$ -
eLock Technologies LLC	Ongoing Maintenance and Operation Support for Bicycle eLockers at SMART Stations	\$ 9,875	\$ 2,963
EMR LLC DBA Maxaccel	Software System for Managing and Reporting FRA Compliance	\$ 34,790	\$ -
FinQuery	LeaseQuery Accounting Software and Support Services	\$ 13,545	\$ 13,545
Fire Safety Supply, Inc.	Fire Extinguisher Inspection, Maintenance, and Certification Services	\$ 1,486	\$ -
FivePaths, LLC	Design, develop and maintain new SMART website	\$ 172,340	\$ -
Foster & Foster Consulting Actuaries, Inc.	GASB 75 and GASB 68 Compliance and Actuarial Services	\$ 1,250	\$ -
George Hills Company	Third-Party Administrator and Property and Liability Claims Adjusting Services	\$ 12,988	\$ 5,153
Ghilotti Bros, Inc.	St. Vincent's Reinforced Concrete Box Culvert (RBC) Reinforced Fill Repair Project.	\$ 272,869	\$ -
Golden Five LLC	Microsoft Office 365 Managed Services and Technical Support Services	\$ 28,800	\$ 9,850
Graviton Consulting Services, LLC	Oracle ERP Software Technical Support Services	\$ 217,160	\$ -
Hanford Applied Restoration & Conservation	San Rafael Creek Riparian Mitigation Implementation, Maintenance, and Monitoring Project	\$ 18,118	\$ 8,567
Hanford Applied Restoration & Conservation	Maintenance and Monitoring of the Las Gallinas Creek Watershed Riparian Enhancement Planting	\$ 10,329	\$ 1,722
Hanford Applied Restoration & Conservation	Crane Creek Fiddleneck Drainage Riparian Enhancement Project	\$ 109,623	\$ -
Hanson Bridgett LLP	Labor and Employment Legal Services	\$ 144,000	\$ 5,511
HdL Companies	Sales & Use Tax Audit, Recovery, and Forecasting Services	\$ 11,800	\$ -
Hunt Oil of California	Supply and Deliver Valvoline Premium Blue 15W40 Motor Oil	\$ 31,080	\$ 1,888
Integrated Security Controls, Inc.	Installation& Configuration of Access Control Devices at Rail Operations Center and Petaluma Office	\$ 24,737	\$ -
ISC Applied Systems Corp	Test, repair and return ship eight (8) network video recorders.	\$ 10,000	\$ 10,000
Knorr Brake Holding Corporation DBA Knorr Brake Company LLC	Master Controller Overhaul and Upgrade Services	\$ 66,293	\$ -
Knorr Brake Holding Corporation DBA Knorr Brake Company LLC	Standard Brake System Overhaul Services	\$ 585,000	\$ 14,944
Krauthamer & Associates LLC	Employee Recruiting Services	\$ 70,000	\$ 69,815
Lance A. O'Connor	DOT & FRA Regulated Pre-Employment & Recertification Screenings	\$ 5,000	\$ -
Law Office of Kevin M Sheys LLC	Legal Services Related to Rail Transit Issues	\$ 32,328	\$ 20,504
LCPTTracker, Inc.	Certified Payroll Compliance Software	\$ 36,974	\$ -
Masabi LLC	SMART's Mobile Ticketing Application and Technical Support Services	\$ 33,072	\$ 11,024

Contractor	Scope	FY 26/27 Encumbered	FY 26/27 Actuals
MegaRock Group Inc	Purchase and Ongoing Support of MegaRock DGT-300 Road-Rail Dual-Purpose Railcar Mover System	\$ 185,725	\$ -
Modern Railway Systems	TDX & Communication System Monitoring and Maintenance	\$ 48,267	\$ 16,089
Modern Railway Systems	Passenger Information Display Real Time Signage, Content Management Software, and Ongoing Support	\$ 36,775	\$ -
Nelson Connects	Temporary Staffing Services	\$ 10,000	\$ -
Netspeed LLC	Avaya Phone System Support Services	\$ 17,370	\$ 4,920
Nossaman LLP	Legal Services Regarding Rail Transit Issues	\$ 120,000	\$ 17,288
Occupational Health Centers of CA, A Medical Corp.	DOT & FRA Regulated Pre-Employment & Recertification Screenings	\$ 14,140	\$ 3,212
Portola Systems, Inc.	Station Network Maintenance and Technical Support Services	\$ 267,830	\$ 201,315
Precision Wireless Service	On-Call Technical Support, Inspection, and Preventative Maintenance for Land Mobile Radio System	\$ 34,200	\$ -
Quality Sprayers, Inc.	On-track and Off-track Vegetation Control Services	\$ 103,308	\$ -
Rail Industries Canada Inc.	Portable Digital Wheel Profilometer System, Training, and Technical Support Services	\$ 5,475	\$ 2,975
RailWorks Partners LP	On Call Track Welding and Grinding Services	\$ 10,000	\$ 9,304
Ramos Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Secondary Designation)	\$ 559,990	\$ -
RSE Corporation	On-Call Civil Engineering, Design, and Land Surveying Services	\$ 111,159	\$ 14,618
Ryan Dunnigan	Pre-Employment, Post Incident, and Return-to-Duty Psychological Evaluations	\$ 45,000	\$ 8,601
Siemens Mobility, Inc.	Pilot Agreement for Siemens S-80 SMART Gate Mechanism	\$ 61,497	\$ -
Sonic.net, LLC	Emergency Phone Backhaul Internet Service for Rail Operation Center	\$ 18,901	\$ 6,936
SPTJ Consulting	Administration Network Management, Monitoring, and Technical Support Services	\$ 229,837	\$ 52,717
Stacy and Witbeck/Herzog, A Joint Venture	Progressive Design Build for Healdsburg Extension	\$ 7,924,126	\$ 2,825,824
Stephanie L. Van Houten	Substance Abuse Professional Services and Drug and Alcohol Counselor Services	\$ 3,333	\$ -
Sue R. Evans	Title Investigation Services	\$ 10,000	\$ -
The Routing Company	Microtransit Software Application Design, Implementation, and Ongoing Support	\$ 17,541	\$ 2,912
Tri Valley Recycling, Inc.	eWaste Collection and Recycling Services	\$ 100	\$ -
Triangle Land Restoration	Riparian Mitigation Implementation and Monitoring Project for Segments 1 & 2 of the SMART Pathway	\$ 27,923	\$ 6,169
Triangle Land Restoration	Riparian Mitigation Implementation and Maintenance Project at Windsor Creek	\$ 22,155	\$ 8,976
Triangle Land Restoration	Riparian Enhancement Project at Crane Creek Regional Park	\$ 43,707	\$ 16,445
TruView BSI, LLC	Pre-Employment Investigations & Background Screening Services	\$ 35,000	\$ 9,428
Urban Transportation Associates, Inc.	Automatic Passenger Counter System and Ongoing Technical Support	\$ 22,360	\$ -
Van Scoyoc Associates, Inc.	Federal Legislative Advocacy Services	\$ 30,000	\$ 5,000
Web Master Designs, LLC	As-Needed Monitoring, Management and Support for SMART's Public Facing Websites	\$ 3,200	\$ 514
Western States Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Primary Designation)	\$ 1,159,980	\$ 482,225
WEX Bank	Non-Revenue Vehicle Fuel Card Payment Services	\$ 179,020	\$ 38,978
WRA, Inc.	On-Call Environmental Consulting Support Services	\$ 277,213	\$ 30,330
ZProcis Solutions Inc.	IBM Maximo® Maintenance Software and Technical Support Services	\$ 122,964	\$ 90,103
	TOTAL	\$ 15,740,877	\$ 4,289,965

FREIGHT RAIL			
Contractor	Scope	FY 25/26 Encumbered	FY 25/26 Actuals
American Rail Engineers Corporation DBA Airshark	Railroad Bridge Inspections, Bridge Engineering, and Related Services	\$ 30,000	\$ -
Asbury Environmental Services	Hazardous and Non-Hazardous Waste Removal, Disposal, and Related Services	\$ 120	\$ -
Dida, Inc. dba Wine Country Sanitary	Portable Restroom Rental and Service for Freight Depot	\$ 1,575	\$ 591
Fire Safety Supply, Inc.	Fire Extinguisher Inspection, Maintenance, and Certification Services	\$ 285	\$ -
Freight Tracking Software	Railcar Transportation Application Software and Support	\$ 6,000	\$ 810
GATX Rail Locomotive Group, LLC	Lease of Freight Locomotive 1501	\$ 55,268	\$ 13,931
Hue & Cry, Inc	Alarm Monitoring and Notification Services at Freight Depot	\$ 1,000	\$ 249
Lambertus J Verstegen DBA South West Locomotive Repair	As-Needed Freight Locomotive Maintenance and Repair Services	\$ 14,000	\$ 13,003
Mickco, Inc	45G Tax Credit Advisory and Assignment Services	\$ 15,718	\$ 15,718
Quality Sprayers, Inc.	On-track and Off-track Vegetation Control Services	\$ 52,000	\$ -
Ramos Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Secondary Designation)	\$ 11,000	\$ -
Summit Signal, Inc.	Emergency Black Point Bridge Center Wedge Repair	\$ 59,081	\$ 9,081
Summit Signal, Inc.	Inspections, Testing, and Maintenance Services for Railroad Signals along SMART's Freight Right-of-Way	\$ 53,610	\$ 26,805
Summit Signal, Inc.	Emergency Call-Out Maintenance Services for Signal Equipment	\$ 3,606	\$ 2,465

Contractor	Scope	FY 26/27 Encumbered	FY 26/27 Actuals
Western States Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Primary Designation)	\$ 64,000	\$ 9,052
WEX Bank	Non-Revenue Vehicle Fuel Card Payment Services	\$ 18,800	\$ 3,306
	TOTAL	\$ 386,064	\$ 95,010

Actuals-To-Date include invoices that have been matched to a Purchase Order but may not have been paid as of 8/31/2026



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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

October 21, 2026

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

SUBJECT: Fiscal Year 2026/2027 Budget Amendment #4

Dear Board Members:

RECOMMENDATIONS:

Adopt Resolution No. 2026-34, amending Resolution No. 2026-17, the Fiscal Year 2026/2027 Adopted Budget to modify spending authority

BACKGROUND:

This Fourth Amendment introduces or adjusts a variety of funds sources and their associated costs in the Fiscal Year 2027 Budget.

In the Second Amendment to the Fiscal Year 2027 Budget, funds were added from the Transit and Intercity Rail Capital Program (TIRCP) for the Healdsburg Extension. However, there were remaining funds from the Federal Congressional Earmark that were available to be rolled into this fiscal year. This budget action reduces the amount of TIRCP funds by \$262,439 and adds the FTA Congressional Earmark funds for the project in the amount of \$262,439, allowing SMART to spend down these federal funds.

SMART received word in September from the California State Transportation Agency (CalSTA) that the available funds under the State Rail Assistance (SRA) program increased in this fiscal year. These additional funds total \$68,081, increasing total SRA funds in the Fiscal Year 2027 Budget to \$5,154,557.

As part of the Healdsburg Extension, local municipalities have requested that SMART include design work up to 65% for their projects within SMART's existing Progressive Design-Build contract. As part of these agreements, the municipalities can decide if they would like the final design and construction of these projects to be included in the overall extension's construction phase. Funding for these requested projects will come directly from the municipalities themselves. This action adds \$141,286 from the City of Healdsburg for design on utility upgrades, as well as \$640,375 from

the County of Sonoma for the design of the widening of Old Redwood Highway underneath the railroad bridge.

SMART is making substantial progress on its Healdsburg Extension with its Phase II Amendment Early Works Package No. 2 presented for Board of Directors' approval at this meeting. SMART is anticipating that only a portion of the work planned will occur in Fiscal Year 2027. This budget action adds \$25,000,000 to the Fiscal Year 2027 Budget for this work. Funding for this Early Works Package No. 2 will come from grants awarded for this project; the Federal Rail Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant in the amount of \$2,760,000 and Caltrans Solutions for Congested Corridors Program (SCCP) grant in the amount of \$22,240,000 will be programmed to this fiscal year. The remainder of the expense and funding for this Early Works Package No. 2 will be included in future fiscal year budgets.

FISCAL IMPACT:

The addition of \$68,081 in SRA funding for operations results in an increased fund balance of \$48,305,853. All other changes in this budget amendment match revenues and expenditures.

Sincerely,

/s/

Claire Springer
Budget and Finance Manager

Attachments: 1.) Resolution No 2026-34 – FY 2026/2027 Budget Amendment #4
 2.) Revised Appendix A

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2026-17, THE ANNUAL BUDGET FOR FISCAL YEAR 2026-2027 TO INCREASE EXPENDITURE AUTHORITY

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2026-2027, the Board of Directors considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2026-2027, the Board of Directors considered employee positions and fixed the compensation and salary for those positions; and

WHEREAS, the Board approved Budget Amendment #1 to modify expenditure authority; and

WHEREAS, the Board approved Budget Amendment #2 that also modified expenditure authority; and

WHEREAS, the Board approved Budget Amendment #3 to increase expenditure authority and revised position authority; and

WHEREAS, the Board desires to amend the Annual Budget Resolution No. 2026-17 to increase expenditure authority for passenger rail.

NOW, THEREFORE, BE IT RESOLVED that the expenditure authority in Resolution No. 2026-17, Fiscal Year 2026-2027 Adopted Budget Appendix A is hereby amended.

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2026-17, together with all supplements, amendments, and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and otherwise contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect and provision of Resolution No. 2026-17.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 21st day of October 2026, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chris Coursey, Chair, Board of Directors
Sonoma-Marín Area Rail Transit District

ATTEST:

Kyreen Jorgensen, Clerk of the Board of Directors
Sonoma-Marín Area Rail Transit District

Appendix A - Passenger Rail/Pathway Sources & Uses							
FISCAL YEAR 2026-2027 BUDGET - SOURCES							
		FY27 Approved Budget	Amendment #1	Amendment #2	Amendment #3	Amendment #4	Total
1	Beginning Fund Balance *	\$ 57,338,843	\$ -				\$ 57,338,843
2	Revenues						
3	SMART Sales and Use Tax						
4	Measure Q	\$ 50,408,000	\$ -	\$ -	\$ -	\$ -	\$ 50,408,000
5	Measure Q Cost of Collection	\$ (850,000)	\$ -	\$ -	\$ -	\$ -	\$ (850,000)
6	Net Sales & Use Tax	\$ 49,558,000	\$ -	\$ -	\$ -	\$ -	\$ 49,558,000
7	Measure Q Roll Forward	\$ 1,626,044	\$ 40,648	\$ 4,246	\$ 708,151	\$ -	\$ 2,379,089
8	Transfer from Capital Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Transfer from Corridor Reserve	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	Subtotal	\$ 51,184,044	\$ 40,648	\$ 4,246	\$ 708,151	\$ -	\$ 51,937,089
11	Federal Funds						
12	5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$ 4,202,279	\$ -		\$ -		\$ 4,202,279
13	5337 - Federal State of Good Repair Funds	\$ 6,987,499	\$ 162,593	\$ 77,109	\$ -		\$ 7,227,201
14	FRA CRISI Funds	\$ -	\$ -	\$ -	\$ 1,154,319	\$ 2,760,000	\$ 3,914,319
15	FTA Discretionary Earmark	\$ -	\$ -	\$ -	\$ -	\$ 262,439	\$ 262,439
16	Subtotal	\$ 11,189,778	\$ 162,593	\$ 77,109	\$ 1,154,319	\$ 3,022,439	\$ 15,606,238
17	State Funds						
18	AHSC - Affordable Housing and Sustainable Communities	\$ 290,000	\$ -	\$ -	\$ -		\$ 290,000
19	LCTOP - Low Carbon Transit Operating	\$ 799,967	\$ -	\$ -	\$ -		\$ 799,967
20	LPP - Local Partnership Program	\$ 1,151,291	\$ 300,000	\$ -	\$ -		\$ 1,451,291
21	SRA - State Rail Assistance	\$ 5,086,476	\$ -	\$ -	\$ -	\$ 68,081	\$ 5,154,557
22	STA - State Transit Assistance (Population)	\$ 1,321,520	\$ -	\$ -	\$ -		\$ 1,321,520
23	STA - State Transit Assistance (Revenue)	\$ 1,890,109	\$ -	\$ -	\$ -		\$ 1,890,109
24	MASCOTS - Marin	\$ 431,520	\$ -	\$ -	\$ -		\$ 431,520
25	STA - MASCOTS - MTC	\$ 500,000	\$ -	\$ -	\$ -		\$ 500,000
26	STA - MASCOTS - SCTCA	\$ 704,080	\$ -	\$ -	\$ -		\$ 704,080
27	STA - SGR (State of Good Repair)	\$ 752,058	\$ -	\$ -	\$ -		\$ 752,058
28	TIRCP - Windsor to Healdsburg Project Development	\$ -	\$ -	\$ 836,314	\$ -	\$ (262,439)	\$ 573,875
29	TIRCP - Windsor to Healdsburg Phase I	\$ 10,100,000	\$ 2,028,000	\$ -	\$ 6,236,834	\$ -	\$ 18,364,834
30	TIRCP - Windsor to Healdsburg Phase II	\$ -	\$ -	\$ -	\$ -	\$ 22,240,000	\$ 22,240,000
31	Subtotal	\$ 23,027,021	\$ 2,328,000	\$ 836,314	\$ 6,236,834	\$ 22,045,642	\$ 54,473,811
32	Regional Funds						
33	Regional Measure 3 (RM3)	\$ 50,000	\$ -	\$ 18,159	\$ 8,296	\$ -	\$ 76,455
34	Subtotal	\$ 50,000	\$ -	\$ 18,159	\$ 8,296	\$ -	\$ 76,455
35	Other Sources						
36	Advertising	\$ 140,595	\$ -	\$ -	\$ -	\$ -	\$ 140,595

37	Charges for Services	\$ 124,002	\$ -	\$ -	\$ -	\$ -	\$ 124,002
38	Fare Revenues - Passenger Rail	\$ 3,333,189	\$ -	\$ -	\$ -	\$ -	\$ 3,333,189
39	Fare Revenues - Shuttle	\$ 12,941	\$ -	\$ -	\$ -	\$ -	\$ 12,941
40	Interest Earning	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
41	Misc.	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000
42	Parking	\$ 55,727	\$ -	\$ -	\$ -	\$ -	\$ 55,727
43	Rent - Real Estate	\$ 508,846	\$ -	\$ -	\$ -	\$ -	\$ 508,846
44	Other Governments/Private Sector	\$ 1,375,000	\$ -	\$ -	\$ -	\$ 781,661	\$ 2,156,661
45	Subtotal	\$ 7,110,300	\$ -	\$ -	\$ -	\$ 781,661	\$ 7,891,961
46	Total Revenues	\$ 92,561,143	\$ 2,531,241	\$ 935,828	\$ 8,107,600	\$ 25,849,742	\$ 129,985,553
47	Total Revenues + Fund Balance	\$ 149,899,986	\$ 2,531,241	\$ 935,828	\$ 8,107,600	\$ 25,849,742	\$ 187,324,396

FISCAL YEAR 2026-2027 BUDGET - USES

		FY27 Approved Budget	Amendment #1	Amendment #2	Amendment #3	Amendment #4	Total
48							
49	Debt Service	\$ 16,998,869	\$ -	\$ -	\$ -	\$ -	\$ 16,998,869
50	Salaries & Benefits	\$ 33,997,748	\$ -	\$ -	\$ -	\$ -	\$ 33,997,748
51	Reduction for Salaries Charged to Projects	\$ (1,731,972)	\$ -	\$ -	\$ -	\$ -	\$ (1,731,972)
52	Reduction for Allocation to Freight	\$ (18,782)	\$ -	\$ -	\$ -	\$ -	\$ (18,782)
53	Service & Supplies	\$ 20,175,589	\$ -	\$ -	\$ 300,000	\$ -	\$ 20,475,589
54	Total Salaries, Benefits, Service, & Supplies	\$ 52,422,583	\$ -	\$ -	\$ 300,000	\$ -	\$ 52,722,583
55	Contribution to OPEB/ CalPERS Liability Fund	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
56	Contribution to Capital Sinking Fund	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
57	Operating Reserve	\$ 170,299	\$ -	\$ -	\$ -	\$ -	\$ 170,299
58	Total Reserve Contributions	\$ 1,670,299	\$ -	\$ -	\$ -	\$ -	\$ 1,670,299
59	Total Debt Service, Operating, Reserves	\$ 71,091,751	\$ -	\$ -	\$ 300,000	\$ -	\$ 71,391,751
60	Balance	\$ 78,808,234	\$ 2,531,241	\$ 935,828	\$ 7,807,600	\$ 25,849,742	\$ 115,932,645
61							
62							
63	Non-Capital Projects	\$ 4,023,434	\$ -	\$ -	\$ 368,610	\$ 781,661	\$ 5,173,705
64	Total Non-Capital Projects	\$ 4,023,434	\$ -	\$ -	\$ 368,610	\$ 781,661	\$ 5,173,705
65	State of Good Repair and Projects	\$ 10,079,775	\$ 203,241	\$ 96,385	\$ 73,884	\$ -	\$ 10,453,285
66	Total State of Good Repair	\$ 10,079,775	\$ 203,241	\$ 96,385	\$ 73,884	\$ -	\$ 10,453,285
67	Capital Projects						
68	Equipment	\$ 2,502,726	\$ -	\$ -	\$ 108,039	\$ -	\$ 2,610,765
69	Facilities	\$ 11,619,000	\$ 2,028,000	\$ 959,473	\$ 7,547,500	\$ 25,000,000	\$ 47,153,973
70	Infrastructure	\$ 1,056,497	\$ -	\$ -	\$ 9,567	\$ -	\$ 1,066,064
71	Non-Revenue Vehicles	\$ 1,169,000	\$ -	\$ -	\$ -	\$ -	\$ 1,169,000
72	Total Capital Expenditures	\$ 16,347,223	\$ 2,028,000	\$ 959,473	\$ 7,665,106	\$ 25,000,000	\$ 51,999,802
73	Ending Fund Balance	\$ 48,357,802	\$ 300,000	\$ (120,030)	\$ (300,000)	\$ 68,081	\$ 48,305,853



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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

October 21, 2026

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

SUBJECT: SMART Transit Asset Management Plan (STAMP)

Dear Board Members:

RECOMMENDATION: Receive the SMART Transit Asset Management Plan (STAMP)

SUMMARY:

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a state of good repair (SGR). The Federal Transit Administration's final rule regarding Transit Asset Management and the National Transit Database (NTD) was implemented in July of 2016. As part of the TAM regulation, transit providers are required to update their entire plan every four years. In addition, SMART is required to provide annual submission of asset inventory and narrative reports. These reports are due as part of our NTD submission each October.

The final rule distinguishes between larger and smaller or rural transit agencies. FTA defines a Tier 1 provider as one that (1) owns, operates, or manages either 101 or more vehicles in revenues service during peak regular serve or any one non-fixed route mode (2) operates rail transit. Based on that criterion, SMART is considered a Tier I agency, so all requirements of the plan apply.

The attached Asset Management Plan complies with all the requirements.

Very truly yours,

/s/

Troy Bingham
Chief Financial Officer

Attachment: 1.) SMART's Transit Asset Management Plan

2026-2030

SMART TRANSIT ASSET MANAGEMENT PLAN (STAMP)



Sonoma-Marin Area Rail Transit District
September 30, 2026

Contents

1	Introduction	3
1.1	Background	3
1.2	Intended Audience.....	4
1.3	Document Purpose	4
1.4	Document Structure.....	4
1.5	Scope.....	4
1.6	Resource Identification	5
1.6.1	Funding.....	5
1.6.2	Roles and Responsibilities.....	5
1.7	Evaluation Plan and Monitoring	7
1.8	Transit Asset Management Policy (See Appendix A)	7
2	Inventory.....	9
2.1	SMART's Assets	12
2.1.1	Revenue Vehicles	12
2.1.2	Facilities.....	13
2.1.3	Infrastructure	15
2.1.4	Equipment.....	15
3	Condition Assessment.....	20
3.1	Revenue Vehicles	20
3.2	Facilities.....	20
3.3	Infrastructure	22
3.4	Equipment.....	24
3.4.1	Non-Revenue Vehicles	24
3.4.2	Information Technology.....	24
3.4.3	Security and Surveillance	25
3.4.4	Fare Generation	25
3.4.5	Vehicle Maintenance Equipment.....	26
3.4.6	Maintenance of Way Equipment	26
4	Decision Making and Implementation Strategy	28
4.1	Basic	28
4.2	Maintenance	28
4.3	Overhaul.....	30

4.4	Disposal	30
4.5	Acquisition	30
5	Investments & Annual Activities	31
5.1	Proposed Investment	31
5.2	Schedules	31
6	Appendix A – Asset Management Policy	32
7	Appendix B – Organizational Chart	33

1 Introduction

1.1 Background

As part of MAP-21 and the subsequent Fixing America's Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) enacted regulations for transit asset management that requires transit service providers to establish asset management performance measures and targets and develop a Transit Asset Management Plan (TAMP). The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies. FTA defines a Tier 1 provider as one that (1) owns, operates, or manages either 101 or more vehicles in revenue service during peak regular service or any one non-fixed route mode or (2) operates rail transit. Based on this criterion, SMART is considered a Tier I agency, so all requirements listed in Figure 1 below apply.

Figure 1: TAM Elements by Tier

Tier	Element	Brief Description
Tier I and II	(1) An inventory of assets	A register of capital assets and information about those assets.
Tier I and II	(2) A condition assessment of inventoried assets	A rating of the assets physical state; to be completed for assets and agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets
Tier I and II	(3) Description of decision support tools	An analytical process or tool that (1) assists in capital asset investment prioritization and/ or (2) estimates capital needs over time (does not necessarily mean software)
Tier I and II	(4) A prioritized list of investments	A prioritized list of projects or programs to manage or improve the SGR of capital assets.
Tier I	(5) TAM and SGR policy	A TAM policy is the executive-level direction regarding expectations for transit asset management; a TAM strategy consists of the actions that support the implementation of the TAM policy.
Tier I	(6) Implementation strategy	The operational actions that a transit provider decides to conduct, in order to achieve its TAM goals and policies.
Tier I	(7) List of key annual activities	The actions needed to implement a TAM plan for each year of the plan's horizon.
Tier I	(8) Identification of resources	A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.
Tier I	(9) Evaluation Plan	An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement.

1.2 Intended Audience

This document captures SMART's commitment to our regulatory and funding partners such as the Federal Transit Administration (FTA), Federal Railroad Administration (FRA), California State Transportation Agency (CalSTA), California Department of Transportation (Caltrans), Metropolitan Transportation Commission (MTC), Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM). It is also a commitment to our customers that we will strive to keep our assets in a state of good repair so that they will continue to have access to a state-of-the-art system that provides for a safe and reliable experience. This plan also provides the public and taxpayers a document that makes it easy to understand how SMART is protecting the taxpayer investments in SMART's assets.

1.3 Document Purpose

The SMART Transit Asset Management Plan (STAMP) is a report that meets the FTA requirements and supports SMART's mission of connecting communities through providing safe, reliable, and environmentally responsible transportation options.

1.4 Document Structure

Figure 2: Document Structure

Chapter	Section	Plan Element from Table 1
Chapter 1	Policies Evaluation Roles & Responsibilities	#5 – TAM & SGR Policy #9 – Evaluation Plan #8 – Identification of Resources
Chapter 2	Inventory	#1 – Asset Inventory
Chapter 3	Condition	#2 – Condition Assessment
Chapter 4	Basic Maintenance Overhaul Disposal Acquisition & Renewal	#3 – Decision Support Tool #6 – Implementation Strategy
Chapter 5	Proposed Investment Schedules	#4 – Prioritized Investment #7 – Key Annual Activities

1.5 Scope

The following assets are in scope. All assets valued at \$5,000 or more with a useful life of more than one year are included in the asset inventory with the following two exceptions (1) only assets with a value of \$50,000 or more are included in the equipment inventory (2) assets owned in conjunction with the operation of freight.

Figure 3: Assets in Scope

Asset Class	Asset Type
Revenue Vehicles	Diesel Multiple Units (DMUs)
Facilities	Maintenance Administration Passenger
Infrastructure	Bridges Tunnels Track Signals Switches Crossings
Equipment	Information Technology Office Revenue Generation Security & Surveillance Vehicle Maintenance Maintenance of Way Non-Revenue Vehicles

1.6 Resource Identification

1.6.1 Funding

SMART receives funding from a variety of sources that are used towards the management, repair, and replacement of our assets.

Federal Funds: In 2025, SMART began receiving Federal 5337 funds for State of Good Repair.

State Funds: SMART currently receives SB1 – State of Good Repair funds and Local Partnership Program funds from the State of California for State of Good Repair use.

Local Funds: In 2008, the voters passed a ¼ cent sales tax. In June 2026, voters approved the extension of SMART’s ¼ cent sales tax through 2059. These funds can be used for State of Good Repair activities.

1.6.2 Roles and Responsibilities

The General Manager of SMART is the Accountable Executive. Roles and Responsibilities are outlined in Figure 4, although all employees are responsible for assets in their care and control.

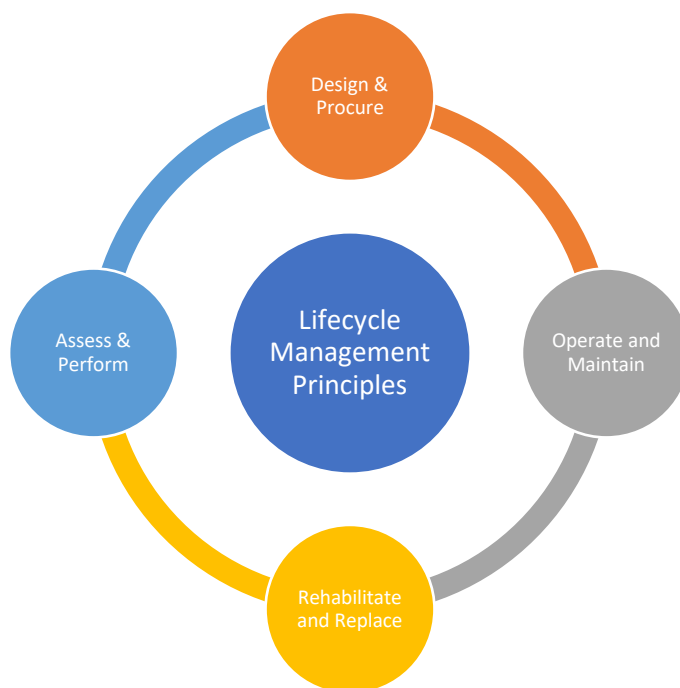
Figure 4: Roles and Responsibilities

Revenue Vehicles	Facilities	Infrastructure	Equipment
Passenger Operations Manager - Vehicle Maintenance Superintendent	Passenger Operations Manager - Maintenance of Way Superintendent	Passenger Operations Manager - Maintenance of Way Superintendent	Information Technology - Information Systems Manager
			Office - All
			Revenue Generation – Maintenance of Way Superintendent
			Security & Surveillance – Chief of Police
			Vehicle Maintenance – Vehicle Maintenance Superintendent
			Maintenance of Way – Maintenance of Way Superintendent
			Non-Revenue Vehicles – Vehicle Maintenance Superintendent

1.7 Evaluation Plan and Monitoring

SMART's mission is to provide safe, reliable, and environmentally responsible transportation options. To accomplish this, SMART must continually improve management of its assets. When done properly, transit asset management improves coordination, across all departments and all phases of an asset's lifecycle.

Figure 5: Lifecycle Management Principles



The STAMP covers the period of October 1, 2026 – September 30, 2030. The STAMP includes asset maintenance, rehabilitation, and replacement that is identified in our Short-Range Transit Plan (S RTP). The next year of the S RTP becomes the basis for the annual budget which is done on a July 1 – June 30 fiscal year. Each year we assess the current state of our assets and decide if the work identified in S RTP is still warranted or if conditions have changed that would require work to be moved up in the plan to the current fiscal year or to be pushed back into a future fiscal year. In addition to asset condition, funding may play a part in whether assets are replaced sooner or later.

1.8 Transit Asset Management Policy (See Appendix A)

The District is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair (SGR) to support safe, efficient, and reliable transit. This policy outlines the District's overall asset management approach in a manner consistent with current federal regulations (49 U.S. Code, Section 5326) and sets the direction for establishing and following through with transit asset management strategies and plans that are achievable with available funds. This directive complies with the Federal Transit Administration (FTA) Transit Asset management (TAM) Final Ruling on July 26, 2016.

The purpose of the TAM policy is to communicate to management, staff, external stakeholders, and the public the District's commitment to maintain its system in a State of Good Repair; and foster a culture of continuous improvement in asset management planning and performance.

All SMART employees are responsible for implementation of, and compliance with the Asset Management Policy as an integrated asset management system applies to the entire organization and directs the short, medium, and long-term plans for assets to achieve our agency's purpose of maintaining our assets in a State of Good Repair.

The SMART Transit Asset Management Plan (STAMP) has been developed to:

- Assist SMART in inventorying and assessing the current condition of our capital assets
- Provide criteria to aid in determining what condition and performance assets should be in if they are not in a state of good repair
- Support SMART in ongoing maintenance of assets to minimize the need for replacement or rehabilitation
- Guide SMART on how to best balance and prioritize future funds towards ensuring assets stay in or achieve a state good repair with limited resources



Rohnert Park Park-n-Ride

2 Inventory

The Sonoma-Marín Area Rail Transit District provides commuter rail transportation services to approximately 735,000 people located in Marin and Sonoma Counties. SMART is a new commuter rail agency that was established by the California Legislature through the enactment of AB 2224 in 2002. We were created for the purpose of providing unified and comprehensive structure for the ownership and governance of the passenger and freight rail system within Sonoma and Marin Counties and to provide passenger and freight train service along the existing publicly owned railroad right-of-way. SMART has 188 employees. The Fiscal Year 2027 budget for passenger rail is in Figure 6 below.

Figure 6: SMART Projected Expenditures (Passenger Rail) Fiscal Year 2027 Budget

Expenditure Type	Dollar Amount
Salaries & Benefits	\$32,246,994
Services & Supplies	\$20,175,589
Contribution to Reserves	\$1,670,299
Debt Service	\$16,998,869
Planning & Environmental Projects	\$4,023,434
State of Good Repair	\$10,079,775
Capital Projects	\$16,347,223
Total	\$101,542,183

SMART passenger commuter rail service began in August of 2017 with two-way passenger train service on 43 miles serving 10 stations between downtown San Rafael in Marin County and Airport Boulevard in Sonoma County. Train service is provided by state-of-the art DMUs utilizing one of the first Positive Train Control systems for passenger rail. Prior to the COVID-19 shutdown, service was provided roughly every 30 minutes during commute hours with additional service midday and weekends. In late 2019, two new stations were built in downtown Novato and Larkspur near the regional ferry to San Francisco, bringing the system to 14 stations and 45 miles of rail. In 2025, SMART completed and opened the Petaluma North station, an infill station along the corridor, as well as the Windsor station, which was the result of extending the system north. Altogether, SMART's current rail service span 48 miles and includes 14 stations. SMART also manages approximately 24 miles of bicycle/ pedestrian pathway on its right-of-way connecting stations where cyclists can find secure parking at the station or on-board the train for their bikes.

Bike Lockers at Petaluma
Downtown Station



Figure 7: SMART System Map



2.1 SMART's Assets

As are most transit agencies, SMART is an asset intensive organization. In SMART's Statement of Net Position for Fiscal Year 2021, total capital assets sum to over \$590 million. SMART is also in a unique position for a transit agency in that all our capital investments have been made over the last 11 years. Although our system is new with a few exceptions, we still must be cognizant of the need to keep up with routine and preventative maintenance so that our assets remain in state of good repair. For purposes of our STAMP, SMART has categorized our assets into the following: revenue vehicles, facilities, infrastructure, and equipment.

2.1.1 Revenue Vehicles

SMART operates a fleet of 18 state-of-the-art diesel trains that were assembled in Rochelle, Illinois by Sumitomo Corporation of America. These trains are fully compliant with FRA standards for safety and are also equipped with enhanced safety features, including Positive Train Control (PTC). These trains are equipped with the latest clean diesel engines. SMART was the first rail service in North America to use Environmental Protection Agency (EPA) Tier 4 engines for the entire fleet.

Each car is 85' long, 14' 7" tall, and 10' 5" wide. Each two car train weighs about 149 tons. SMART trains travel at average speeds of 40 mph with top speeds of 79 mph. Each two-car train can carry more than 150 passengers.



Exterior of Diesel Multiple Unit (DMU)

Interior of DMU



2.1.2 Facilities

SMART has three main classes of Facilities: Administration, Maintenance, and Passenger. Within the Passenger category, we have pathways, platforms, and parking. Most of the facilities were put in service between 2015 and 2019, however, there are several buildings such as the Petaluma Depot, Healdsburg Depot Buildings, and the Cloverdale Station Building that SMART inherited from other government entities and are not currently used for rail service. Since the prior TAM plan, SMART has placed two stations, two parking lots, and 9.13 miles of pathway into service.

Figure 8: List of Facilities

Administration		Year Placed in Service
	Petaluma Depot	*
	Petaluma Baggage Shed & Restroom	*
	Petaluma Freight House	*
	Healdsburg Depot	*
	Healdsburg Freight Shed	*
	Cloverdale Platform & Shop Building	*
	Larkspur Modular	2019
Maintenance		
	Rail Operations Center – Ops Admin	2015
	Rail Operations Center – Vehicle Maintenance	2015
	Fulton MOW	2002
	Roblar MOW	2002
	Healdsburg Warehouse	1985
Passenger – Pathways		
	Cal Park Tunnel Pathway (1.4 miles)	2010
	Anderson Drive to Rice Drive (.6 miles)	2019
	North San Pedro Road to Civic Center Station (.9 miles)	2018
	McInnis Parkway to Smith Ranch Road (.9 miles)	2024
	Hamilton Station to State Access Road (.4 miles)	2016
	Franklin Avenue to Novato Downtown Station (.3 miles)	2018
	Rush Creek Place to Novato San Marin Station (.3 miles)	2018
	Payran Street to South Point Boulevard (1.2 miles)	2019
	South Point Boulevard to Main Street (2.9 miles)	2025
	Sonoma Mountain Village to Cotati Station (.9 miles)	2017
	Cotati Station to Rohnert Park Station (1.3 miles)	2017
	Rohnert Park Station to Golf Course Drive (1.1 miles)	2017
	Golf Course Drive to Bellevue (2.8 miles)	2025
	Bellevue Avenue to Hearne Avenue (.9 miles)	2016
	Hearne Avenue to Joe Rodota Trail (1.4 miles)	2015
	3rd Street to Santa Rosa Downtown Station (.07 miles)	2017

	6th Street to 8th Street in Santa Rosa (.1 miles)	2016
	8th Street to College Avenue (.5 miles)	2013
	College Avenue to Guerneville Road in Santa Rosa (.8 miles)	2016
	Sonoma County Airport Station to Windsor (3.0 miles)	2025
Passenger – Platforms		
	Windsor Station	2025
	Sonoma County Airport	2017
	Santa Rosa North	2017
	Santa Rosa Downtown	2017
	Rohnert Park	2017
	Cotati	2017
	Petaluma North	2025
	Petaluma Downtown	2017
	Novato San Marin	2017
	Novato Downtown	2019
	Novato Hamilton	2017
	Marin Civic Center	2017
	San Rafael	2017
	Larkspur	2019
Passenger – Parking (8)		
	Windsor	2025
	Sonoma County Airport	2017
	Rohnert Park	2017
	Petaluma North	2025
	Petaluma Downtown	2017
	Novato San Marin	2017
	Hamilton	2017
	Larkspur	2019

* These assets were inherited from other entities and the date placed in service is unknown. These assets are currently leased out and not used for transportation purposes at this time but may be in the future.

2.1.3 Infrastructure

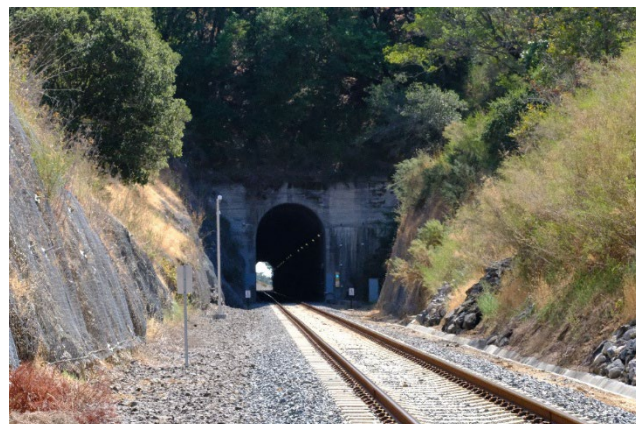
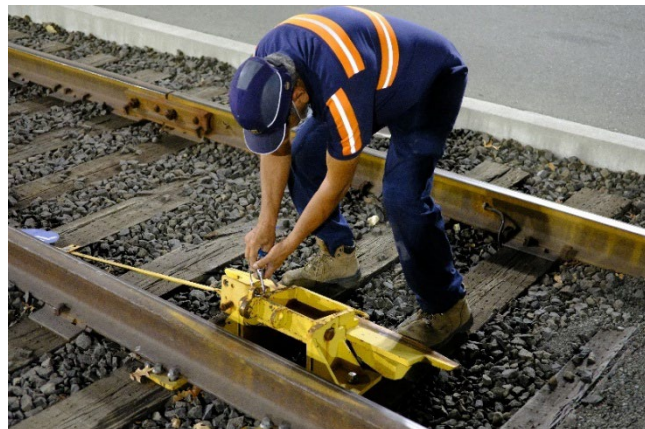
SMART has grouped infrastructure into the following classes: Bridges, Culverts, Tunnels, Crossings, Control Points, Switches/Electric Locks, Central Instrument Locations, and Track.

Figure 9: Infrastructure Inventory

Infrastructure Class	Number
Bridges	47
Culverts	141
Tunnels	2
Grade Crossings	83
Control Points	27
Electric Locks/ Switches	10
Central Instrument Locations (CIL)	110
Track (Miles)	56

2.1.4 Equipment

For purposes of this plan, SMART is only showing equipment with a threshold at or above \$50,000. We have separated assets under equipment into the following classes: Non-revenue vehicles, Information Systems, Office, Security & Surveillance, Vehicle Maintenance, Maintenance of Way.



Crossing, Track, & Tunnel

2.1.4.1 Non-Revenue Vehicles

SMART has 14 non-revenue vehicles that are \$50,000 or above in cost. We have several vehicles that can be run on the railroad tracks, and they are known as hi-rail vehicles. They are designated in Figure 10.

Figure 10: Non-Revenue Vehicle Inventory

Unit #	Year	Make	Model
1617	2016	FORD	F450 (2 axle)
1622	2016	FREIGHTLINER	108SD Rotary Dump Truck (Hi-Rail)
1902	2019	FORD	F350 Crew Cab (2 axle)
1905	2019	FORD	F350 Crew Cab (2 axle)
2002	2020	CHEVROLET	3500HD Scrubber Brush Truck (Hi-Rail)
2203	2022	GMC	Track Inspector Hi-Rail
2306	2023	FORD	Signal Hi-Rail
2307	2023	FORD	Signal Hi-Rail
2408	2024	FORD	F350 Pick Up Hi-Rail
2404	2024	FORD	F250 Pick-up Hi-Rail
2409	2024	CHEVROLET	2500 HD 4x2 Utility Bed
2410	2024	CHEVROLET	2500 HD 4x4 Utility Bed
2411	2024	CHEVROLET	2500 HD 4x4 Utility Bed



Hi-Rail Truck

Dump Truck



2.1.4.2 Information Technology Systems

Most of SMART information technology systems fall beneath the \$50,000 threshold. Those that do not are listed in Figure 11 below.

Figure 11: Information Technology Systems Inventory

Equipment	Date Placed in Service
Power Edge Servers – Petaluma Office	2015
Cisco 4 Port Layer 2 GE – Network Router	2018
APC Smart – UPS External Battery Pack & Tower	2020
Station Platform Real Time Signage	2025
DMU: Automatic Passenger Counter System	2023

2.1.4.3 Office Equipment

SMART does not have any office equipment that meets the \$50,000 threshold at this time.

2.1.4.4 Security and Surveillance Equipment

SMART has two assets that are over the \$50,000 threshold for equipment.

Figure 12: Security and Surveillance Inventory

Equipment	Date Placed in Service
Operations Center Surveillance Cameras	2016
Operations Center Security Access Control Systems	2019

2.1.4.5 Fare Generation Equipment

SMART has 17 ticket vending machines.

Figure 13: Fare Generation Inventory

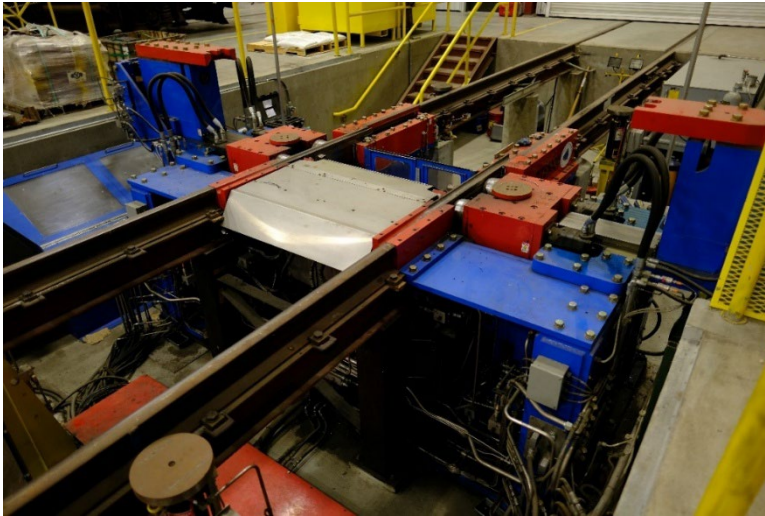
Equipment	Date Placed in Service
Clipper Vending Machine (12)	2017
Clipper Vending Machine (3)	2019
Clipper Vending Machine (2)	2025

2.1.4.6 Vehicle Maintenance and Maintenance of Way Equipment

Vehicle maintenance equipment is used to assist in the repair and maintenance of revenue vehicles. Maintenance of Way Equipment is used in the maintenance of facilities and infrastructure.

Figure 14: Vehicle Maintenance Equipment Inventory

Equipment	Date Placed in Service
Toyota Forklift – Model 8FS7OU	2016
Whiting Electric Lifting Jacks (4)	2015
Electric Lifting Jacks (4)	2020
Mobile Sanding Until Klein Palmer	2017
Wheel Truing Machine	2019
Portable Hydraulic Rerailing Machine	2021
Wheel Press Machine	2023
Digital Rail Profilometer	2026
Mobile Fuel Trailer	2026



Wheel Truing Machine

Figure 15: Maintenance of Way Equipment Inventory

Equipment	Date Placed in Service
Bobcat 5600 with Deluxe Road Package	2018
Kubota U 35-4R3A Excavator	2019
Ballast Cars	2020
Kubota SVL75-2HFWC Track Loader	2019

3

Excavator



Bobcat 5600

Condition Assessment

SMART follows the FTA guidelines on condition ratings. This rating is based on how close an asset or component is to replacement or major overhaul. Scores will not have a greater granularity than a half a point normal rounding conventions apply.

3.1 Revenue Vehicles

As was mentioned Section 2.1.1, SMART has 18 Diesel Multiple Units (DMUs). SMART uses the FTA established performance measure for revenue vehicles, which is the percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB). The ULB for SMART's revenue vehicles is 39 years.

Figure 16: Revenue Vehicle Condition Assessment

Revenue Vehicle Type	Count	ULB	Average Age	% in Backlog
DMUs	14	39 years	11	0.0%
DMUs	4	39 years	8	0.0%

Records of inspections and service performed on our DMUs are recorded in MAXIMO, the Operations Maintenance Management System. This system allows our Vehicle Maintenance Division to track repairs, replacements, inspections, and required preventative maintenance.

3.2 Facilities

SMART utilizes the condition ratings identified in Figure 17 for facilities. To better facilitate consistent ratings, a facilities inspection procedure for state of good repair was developed in 2019 which utilizes pictures to demonstrate the various ratings of 1-5. It also details procedures for condition inspection. A full condition assessment is done on all facilities every four years on a rotating basis.

Figure 17: Condition Ratings (TERM Scale)

Confidence in Reliability = Remaining Useful Life
5.0) New or like new, 95% to 100% confidence in reliability; no visible defects, no damage, cosmetically looks new. An asset is only new once, after rebuilding some old parts are not new and therefore the highest score after rebuilding is 4.5.
4.5) The inspector is 90% to 95% confident in the reliability of the component/asset
4.0) The inspector is 80% to 90% confident in the reliability of the component/asset. Shows minimal signs of wear, no major defects, and some minor defects with only minimal signs of deterioration. Cosmetic defects/minor wear.
3.5) The inspector is 70% to 80% confident in the reliability of the component/asset.
3.0) The inspector is 60% to 70% confident in the reliability of the component/asset. Some moderately defective or deteriorated components; expected maintenance needs. Cosmetically 'fair' but all devices are functioning as designed. Small repairs or minor refurbishment.
2.5) The inspector is 50% to 60% confident in the reliability of the component/asset.
2.0) The inspector is 40% to 50% confident in the reliability of the component/asset. Asset is near overhaul or retirement, but in serviceable condition. Asset has increasing number of defects or deteriorated component(s). Significant or multiple repairs needed.
1.5) The inspector is 30% to 40% confident in the reliability of the component/ asset.

1.0) The inspector is less than 30% confident in the reliability of the component/ asset. Asset is in need of major repair or refurbishment, multiple minor defects or major defects. Evidence of corrosion may be apparent, major or numerous minor areas of damage or structural issues. Safety concern, critical damage, close to or time for overhaul or replacement.
0.0) Not safe to use, multiple major repairs or asset set for disposal/ retirement.

Buildings are rated in the following areas if applicable: roof, shell, interiors, wash rack, plumbing, HVAC, fire protection, electrical, administration offices, and parking lot. Passenger facilities are rated on the following if applicable: grounds, shell, mechanical, structural, surfaces, and fare collection devices. SMART uses the FTA established performance measure for facilities which is the % of facilities rated under 3.0 on the TERM Scale.

Figure 18: Facilities Ratings and Inspection Cycle

Facility	Overall Rating	Last Inspection	Next Inspection	% in Backlog
Rail Operations Center – West	4	5/16/2025	5/31/2029	
Rail Operations Center - East	4	5/16/2025	5/31/2029	
Vehicle Maintenance Shop	5	5/16/2025	5/31/2029	
Fulton MOW	3	5/16/2025	5/31/2029	
Roblar MOW	4	5/13/2025	5/31/2029	
Healdsburg Warehouse	4	5/16/2025	5/31/2029	
Maintenance Facilities				0%
Sonoma County Airport Station	5	5/31/2026	5/31/2030	
Santa Rosa Guerneville Station	5	5/31/2026	5/31/2030	
Santa Rosa Downtown Station	5	5/31/2026	5/31/2030	
Rohnert Park Station	5	5/31/2026	5/31/2030	
Cotati Station	5	9/8/2023	5/31/2027	
Petaluma Downtown Station	5	9/15/2022	5/31/2027	
Novato San Marin Station	5	9/8/2023	5/31/2027	
Novato Downtown Station	5	9/8/2023	5/31/2027	
Hamilton Station	5	5/6/2024	5/31/2028	
Civic Center Station	5	5/6/2024	5/31/2028	
San Rafael Station	5	5/6/2024	5/31/2028	
Larkspur Station	5	5/6/2024	5/31/2028	
Petaluma North Station	5	9/30/2025	5/31/2029	
Windsor Station	5	9/30/2025	5/31/2029	
Stations				0%
Sonoma County Airport Station Parking Lot	5	5/31/2026	5/31/2030	
Rohnert Park Station Parking Lot	5	5/31/2026	5/31/2030	
Petaluma Downtown Station Parking Lot	5	9/15/2022	5/31/2027	
Novato San Marin Station Parking Lot	5	9/8/2023	5/31/2027	

Hamilton Station Parking Lot	5	5/6/2024	5/31/2028	
Larkspur Station Parking Lot	5	5/6/2024	5/31/2028	
Petaluma North Station Parking Lot	5	9/30/2025	5/31/2029	
Windsor Station Parking Lot	5	9/30/2025	5/31/2029	
Park-n-Rides				0%
Cal Park Tunnel Pathway (1.4 miles)	4	9/28/2026	9/30/2030	
Anderson Drive to Rice Drive (.6 miles)	4	9/28/2026	9/30/2030	
North San Pedro Road to Civic Center Station (.9 miles)	4.5	9/28/2026	9/30/2030	
Hamilton Station to State Access Road (.4 miles)	5	9/28/2026	9/30/2030	
Franklin Avenue to Novato Downton Station (.3 miles)	4.5	9/28/2026	9/30/2030	
Rush Creek Place to Novato San Marin Station (.3 miles)	5	9/28/2026	9/30/2030	
Payran Street to South Point Boulevard (1.2 miles)	4.5	9/28/2026	9/30/2030	
Sonoma Mountain Village to Cotati Station (.9 miles)	4	9/28/2026	9/30/2030	
Cotati Station to Rohnert Park Station (1.3 miles)	4	9/28/2026	9/30/2030	
Rohnert Park Station to Golf Course Drive (1.1 miles)	4.5	9/28/2026	9/30/2030	
Bellevue Avenue to Hearn Avenue (.9 miles)	4.5	9/28/2026	9/30/2030	
Hearn Avenue to Joe Rodota Trail (1.4 miles)	4	9/28/2026	9/30/2030	
3 rd Street to Santa Rosa Downtown Station (.07 miles)	5	9/28/2026	9/30/2030	
6 th Street to 8 th Street in Santa Rosa (.1 miles)	4.5	9/28/2026	9/30/2030	
8 th Street to College Avenue (.5 miles)	4	9/28/2026	9/30/2030	
College Avenue to Guerneville Road in Santa Rosa (.8 miles)	4	9/28/2026	9/30/2030	
Lakeville Boulevard to Payran Street (0.3 miles)	5	9/30/2023	5/31/2027	
McInnis Parkway to Smith Ranch Road (0.9 miles)	5	9/30/2025	5/31/2029	
Southpoint Boulevard to Main Street (2.9 miles)	5	9/30/2025	5/31/2029	
Golf Course Drive to Bellevue Avenue (2.8 miles)	5	9/30/2025	5/31/2029	
Airport Boulevard to Windsor River Rd. (2.2 miles)	5	9/30/2025	5/31/2029	
Windsor Undercrossing (.03 miles)	5	9/30/2025	5/31/2029	
Pathways				0%

SMART has five other facilities that we have classified under administration. These facilities have not yet been inspected as they are not currently being utilized by SMART but are on SMART's rights-of-way so will be added to the inspection cycle.

3.3 Infrastructure

SMART performs track inspections on a regular basis consistent with FRA requirements. In addition to these inspections, SMART utilizes a track geometry car with a split axle loading to assess geometry and gauge conditions. We also perform an ultrasonic internal rail flaw detection testing once per year on all passenger mainline and sidings. This test is required by the FRA and will detect any fatigue defects or internal inclusions resulting from the rail rolling or rail end welding processes.

SMART conducts annual bridge inspections with a combination of consultants, in-house engineering, and maintenance of way staff. These inspections are tracked through our MAXIMO system and work orders are generated for any repairs or maintenance.

Inspections of wayside signal system and grade crossing warning devices are performed at the FRA required monthly, quarterly, annual, 5-year, and 10-year frequencies. These are documented and if work needs to be performed, a work order is generated in Maximo so that the work and repairs can be tracked.

SMART utilizes the FTA established performance measure for the infrastructure category which is the % of track segments under performance restriction. Currently SMART has no track segments under performance restriction.

3.4 Equipment

SMART utilizes the FTA established performance measure for the equipment category which is the % of non-revenue service vehicles that meet or exceed the ULB. See Figure 19 below.

Figure 19: Equipment Condition Summary

Equipment	Number	Number that Meets or Exceeds ULB	% of Equipment that meet or Exceed ULB
Non-Revenue Vehicles	12	0	
Information Technology	5	2	
Security & Surveillance	2	0	
Revenue Generation	17	0	
Vehicle Maintenance	8	0	
Maintenance of Way	4	0	
Total Equipment	48	2	4%

3.4.1 Non-Revenue Vehicles

Figure 20: Non-Revenue Vehicle Condition Summary

Unit #	Year	Make	Model	ULB	Current Age	+/- ULB Years Remaining
1622	2016	FREIGHTLINER	108SD Rotary Dump Truck (Hi-Rail)	14	10	4
1902	2019	FORD	F350 Crew Cab (2 axle)	14	7	7
1905	2019	FORD	F350 Crew Cab (2 axle)	14	7	7
2002	2020	CHEVROLET	3500HD Scrubber Brush Truck (Hi-Rail)	14	6	8
2203	2022	GMC	Track Inspector Hi-Rail	14	4	10
2306	2023	FORD	Signal Hi-Rail	14	3	11
2307	2023	FORD	Signal Hi-Rail	14	3	11
2408	2024	FORD	F350 Pick Up Hi-Rail	14	2	11
2404	2024	FORD	F250 Pick-up Hi-Rail	14	2	11
2409	2024	CHEVROLET	2500 HD 4x2 Utility Bed	14	2	11
2410	2024	CHEVROLET	2500 HD 4x4 Utility Bed	14	2	11
2411	2024	CHEVROLET	2500 HD 4x4 Utility Bed	14	2	11

3.4.2 Information Technology

Figure 21: Information Technology Equipment Condition Summary

Equipment	Date Placed in Service	ULB in Years	+/- ULB Years Remaining
Power Edge Servers – Petaluma Office	2015	6	(5)

Cisco 4 Port Layer 2 GE – Network Router	2018	6	(2)
APC Smart – UPS External Battery Pack & Tower	2020	6	0
Station Platform REAL Time Signage	2025	6	5
DMU: Automatic Passenger Counter System	2023	6	(3)

3.4.3 Security and Surveillance

Figure 22: Security and Surveillance Equipment Condition Summary

Equipment	Date Placed in Service	ULB in Years	+/-ULB Years Remaining
Operations Center Surveillance Cameras	2016	14	4
Operations Center Security Access Control Systems	2019	14	7

3.4.4 Fare Generation

Figure 23: Fare Generation Equipment Condition Summary

Equipment	Date Placed in Service	ULB in Years	+/-ULB Years Remaining
Ticket Vending Machine (12)	2017	14	5
Ticket Vending Machine (3)	2019	14	7
Ticket Vending Machine (2)	2025	14	13



Ticket Vending Machine

3.4.5 Vehicle Maintenance Equipment

Figure 24: Vehicle Maintenance Equipment Condition Summary

Equipment	Date Placed in Service	ULB in Years	+/-ULB Years Remaining
Toyota Forklift – Model 8FS70U	2016	14	8
Whiting Electric Lifting Jacks (4)	2015	14	7
Electric Lifting Jacks (4)	2020	14	12
Mobile Sanding Until Klein Palmer	2017	14	9
Wheel Truing Machine	2019	14	11
Portable Hydraulic Rerailing Machine	2021	14	13
Digital Rail Profilometer	2026	14	14
Mobile Fuel Trailer	2026	14	14

3.4.6 Maintenance of Way Equipment

Figure 25: Maintenance of Way Equipment Condition Summary

Equipment	Date Placed in Service	ULB in Years	+/- Years Remaining
Bobcat 5600 with Deluxe Road Package	2018	14	6
Kubota U 35-4R3A Excavator	2019	14	7
Ballast Cars	2020	14	8
Kubota SVL75-2HFWC Track Loader	2019	14	7



4 Decision Making and Implementation Strategy

4.1 Basic

SMART is a new transit agency that began revenue service in 2017 and then finished a critical Phase II expansion in December of 2019 just prior to the onset of the COVID-19 pandemic. Although most of our assets are new, we continually need to perform routine maintenance, repairs, and fully replace some assets. In addition, rail assets such as rolling stock, track, and facilities are quite expensive and planning for the future is prudent so that funds are available when needed.

4.2 Maintenance

The following is the maintenance schedule for rolling stock and equipment.

Figure 26: Rolling Stock Maintenance Schedule

Diesel Multiple Units (DMUs)	Date Placed in Service	ULB in Years	+/-ULB Years Remaining	Preventive Maintenance	Estimated Cost(FY 22\$)
DMU ENGINE, Cummins, QSK19R, 2014, Diesel (14 Units)	2017	39	34		
- Oil change				1,000hr	\$ 1,500
- Dosing Filter change				1,000hr	\$ 500
- Coolant Flush				6,000hr	\$ 500
Air Supply Unit				Annual	\$ 1,500
- Replace Disc				12 Years	\$ 34,400
Fuji Doors				12 Years	\$ 20,000
Fire suppression system				12 Years	\$ 2,500
Battery - 64v/24v				10 Years	\$ 25,250
Truck suspension				8 Years	\$ 12,250
TECU				7 Years	\$ 1,500
Toilet System				6 Years	\$ 5,000
KSU Seats				15 Years	\$ 79,000
SMA/PMA				5 Years	\$ 5,000
Voith Couplers				5 Years	\$ 52,500
APS				4 Years	\$ 4,000
DMU ENGINE, Cummins, QSK19-R, 2018, Diesel (4 units)	2019	39	36		
- Oil change				1,000hr	\$ 1,500
- Dosing Filter change				1,000hr	\$ 500
- Coolant Flush				6,000hr	\$ 500
Air Supply Unit				Annual	\$ 1,500
- Replace Disc				12 Years	\$ 34,400
Fuji Doors				12 Years	\$ 20,000
Fire suppression system				12 Years	\$ 2,500
Battery - 64v/24v				10 Years	\$ 25,250
Truck suspension				8 Years	\$ 12,250
TECU				7 Years	\$ 1,500
Toilet System				6 Years	\$ 5,000
KSU Seats				5 Years	\$ 79,000
				15 Years	\$ 160,000
SMA/PMA				5 Years	\$ 5,000
Voith Couplers				5 Years	\$ 52,500
APS				4 Years	\$ 4,000

Figure 27: Vehicle Maintenance Equipment Maintenance Schedule

Vehicle Maintenance Equipment	Date Placed in Service	ULB in Years	+/- ULB Years Remaining	Preventative Maintenance	Cost
Toyota Forklift – Model 8FS7OU	2016	14	4	Annual	\$ 1,000
Whiting Electric Lifting Jacks (4)	2015	14	3	Annual	\$ 2,850
Electric Lifting Jacks (4)	2020	14	8	Annual	\$ 2,850
Mobile Sanding Until Klein Palmer	2017	14	5	Annual	\$ 500
Wheel Truing Machine	2019	14	7	Annual	\$ 11,000
Portable Hydraulic Rerailing Machine	2021	14	9	Annual	\$ 400
Wheel Press Machine	2023	14	11	Annual	\$ 1,200
Digital Rail Profilometer	2026	14	14	3 Years	\$ 1,000
Mobile Fuel Trailer	2026	14	14	Annual	\$ 250

Figure 28: Maintenance of Way Equipment Maintenance Schedule

Maintenance of Way Equipment	Date Placed in Service	ULB in Years	+/- Years Remaining	Preventative Maintenance Required per Manufacturer			
				250 hour	500 hour	1,000 hrs/ 12 months	24 months
Bobcat 5600 with Deluxe Road Package	2018	14	6	\$ 1,000	\$ 1,000	\$ 1,500	\$ 500
Kobota U 35-4R3a Excavator	2019	14	7	\$ 500	\$ 1,100	\$ 1,100	\$ 500
Kubota SVL75-2HFWC Track Loader	2019	14	7	\$ 500	\$ 1,100	\$ 1,100	\$ 500
Ballast Cars - Internal Brake Test Labor Only	2020	14	8			\$ 1,000	

New Wheels for DMUs



4.3 Overhaul

The following is the overhaul schedule for rolling stock.

Figure 29: Rolling Stock Overhaul Schedule

Diesel Multiple Units (DMUs)	Date Placed in Service	ULB in Years	+/-ULB Years Remaining	Estimated Timeframe	Estimated Cost (FY 22\$)
DMU ENGINE, Cummins, QSK19R, 2014, Diesel (14 Units)	2017	39	30		
- Mid-Life				10,000hr	\$ 75,000
- Overhaul				20,000hr	\$ 275,000
Air Supply Unit X14				Annual	\$ 1,500
- Overhaul Valves and ASU				5 Years	\$ 55,000
DMU ENGINE, Cummins, QSK19-R, 2018, Diesel (4 units)	2019	39	32		
- Mid-Life				10,000hr	\$ 75,000
- Overhaul				20,000hr	\$ 275,000
Air Supply Unit X14				Annual	\$ 1,500
- Overhaul Valves and ASU				5 Years	\$ 55,000

4.4 Disposal

If there is a need to dispose of or sell assets, all employees are required to utilize SMART's Asset Disposition process and complete an "Asset Disposition Authorization Form". This form requires information about the asset, if it has reached its useful life, the estimated market value, the location of the asset, photos of the asset, the current book value, and original funding source(s). The disposition must be approved by the Procurement Manager and Chief Financial Officer. If federal funds were used to purchase the asset, SMART follows 49 U.S.C. 5334(h).

4.5 Acquisition

To acquire an asset or do repair or maintenance on an asset, it must be reflected in the annual budget. This is described under 5.2 Schedules. Since SMART receives federal and state grant funding and these funds are sometimes used on asset maintenance, repair, or replacement, SMART employees are required to utilize our procurement office to request contract or purchase a new asset. Our procurement procedures conform with all federal and state requirements.



5 Investments & Annual Activities

5.1 Proposed Investment

In Fiscal Year 2021, SMART developed its first Capital Plan which includes funding for State of Good Repair. SMART regularly updates our Capital Plan to maintain a long-term outlook for the agency's capital needs. Figure 30 shows the current planned investment in our assets for the next five years. The dollar amounts may change as conditions change. SMART annually sets aside Vehicle and Equipment Reserve funds for the eventual need to replace rolling stock. In FY27, SMART's budget included a \$1,000,000 set aside for the Vehicle and Equipment Reserve.

Figure 30: Planned Investments in Assets (Uninflated)

	FY27	FY28	FY29	FY30	FY31
Track, MOW, and Facilities	\$5,863,000	\$10,170,000	\$3,908,000	\$2,070,000	\$1,288,000
Non-Revenue Vehicles	\$582,000	\$158,000	\$20,000	\$366,000	\$335,036
Equipment and Machinery	\$194,500	\$80,000	\$511,500	\$345,900	\$2,363,350
DMUS	\$8,471,720	\$5,085,000	\$1,992,000	\$907,000	\$750,002
Bridges	\$674,390	\$1,432,257	\$1,310,895	\$797,313	\$629,529
Safety and Security	\$0	\$0	\$0	\$0	\$287,500
Train Control	\$0	\$2,500,000	\$2,500,000	\$0	\$1,948,000
Total	\$15,785,610	\$19,425,257	\$10,242,395	\$4,486,213	\$7,601,417

5.2 Schedules

SMART is required to do a Short-Range Transit Plan (SRTP) by the Metropolitan Transportation Commission. This plan contains the 10-year forecasts for revenue as well as operation, state of good repair, and capital improvements and expansion. SMART completed their last SRTP in November 2021. The next SRTP is slated for development in 2027.

In addition to the SRTP, SMART is required to prepare a five-year strategic plan as stipulated by SMART's sales tax statute. The SMART Board adopted the 2025-2030 Strategic Plan in December 2024. SMART's Strategic Plan helps ensure SMART's annual budget process is aligned to support our priorities and values, including stewardship.

SMART prepares an annual budget for Board adoption which covers the fiscal year (July 1 – June 30). During this budget process, Departments and Divisions can request that funds be adjusted to reflect the most recent information available.

6 Appendix A – Asset Management Policy



POLICY NO. PLY-FIN-2022-02

NAME: ASSET MANAGEMENT POLICY

DATE ISSUED: 09-16-2022

SUPERCEDES: N/A

VERSION: Final V-01

GENERAL MANGER SIGNATURE:

A handwritten signature in blue ink, appearing to be "Edgely", written over a horizontal line.

I. PURPOSE

The District is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair (SGR) to support safe, efficient, and reliable transit. This policy outlines the District's overall asset management approach in a manner consistent with current federal regulations (49 U.S. Code, Section 5326) and sets the direction for establishing and following through with transit asset management strategies and plans that are achievable with available funds. This directive complies with the Federal Transit Administration (FTA) Transit Asset management (TAM) Final Ruling on July 26, 2016.

The purpose of the TAM policy is to communicate to management, staff, external stakeholders, and the public the District's commitment to maintain its system in a State of Good Repair; and foster a culture of continuous improvement in asset management planning and performance.

II. RESPONSIBILITIES

All SMART employees are responsible for implementation of, and compliance with the Asset Management Policy as an integrated asset management system applies to the entire organization and directs the short, medium, and long-term plans for assets to achieve our agency's purpose of maintaining our assets in a State of Good Repair.

III. DEFINITIONS

- A. "Capital Improvement Plan (CIP)" – is a short-range plan, usually five to ten years, which identifies capital and state of good repair projects.
- B. "FTA" - Federal Transit Administration
- C. "Tier I Agency" - as defined by the FTA means an agency that operates rail, or 101 vehicles or more across all fixed-route modes, or with 101 vehicles or more in one non-fixed route mode.
- D. "Transit Asset" - as defined by the FTA, means both fixed long-life infrastructure assets, including for example, structures, tunnels, facilities, and maintenance of way and equipment, revenue, and non-revenue vehicles.
- E. "Transit Asset Management Plan (TAM Plan)" - means the Plan through which the District will document its' asset base, asset conditions, backlog and State of Good Repair, asset management policy, TAM goals and objectives, strategy for capital asset funding and prioritization, and key priorities for asset management.
- F. "State of Good Repair (SGR)" - means a condition in which a capital asset can operate at a full level of performance (i.e., without limitation or restriction).

IV. POLICY

The SMART Transit Asset Management Plan (STAMP) has been developed to:

- Assist SMART in inventorying and assessing the current condition of our capital assets
- Provide criteria to aid in determining what condition and performance assets should be in if they are not in a state of good repair
- Support SMART in ongoing maintenance of assets to minimize the need for replacement or rehabilitation
- Guide SMART on how to best balance and prioritize future funds towards ensuring assets stay in or achieve a state good repair with limited resources

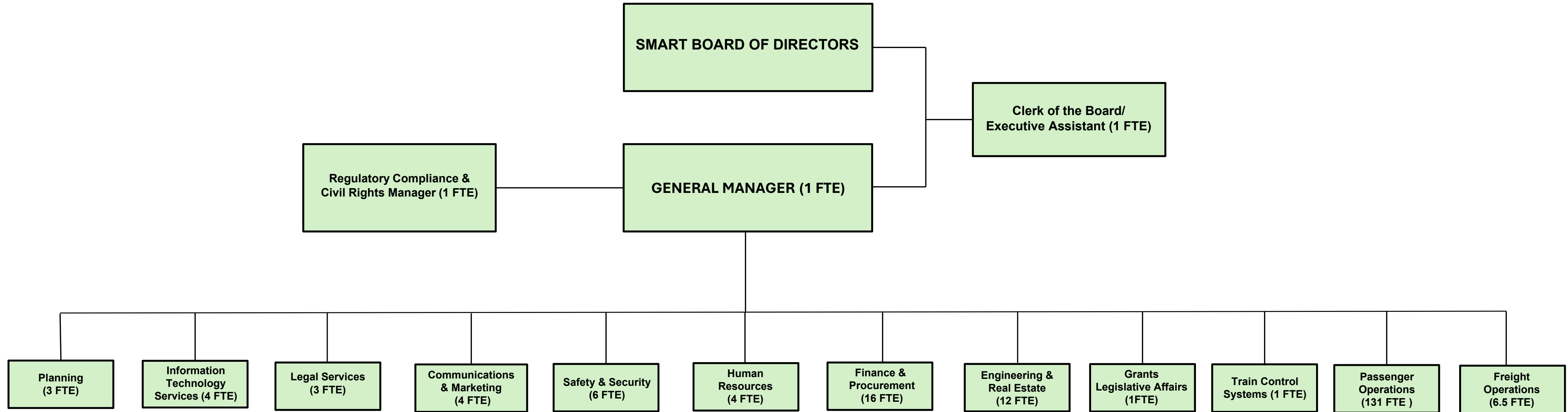
V. REFERENCES

- 49 U.S. Code, Section 5326
- PLY-FIN-2022-01
- PRC-FIN-2022-03

7 Appendix B – Organizational Chart



ORGANIZATION CHART



Total Passenger Rail FTE: 188

Total Passenger Rail and Freight FTE: 194.5



AGENDA ITEM 07

Sonoma-Marín Area Rail Transit
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

October 21, 2026

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

SUBJECT: Adopt Resolution 2026-35 Honoring Nina West's 20+ Years of Service to the District and Retirement

Dear Board Members:

RECOMMENDATIONS:

Adopt Resolution 2026-35 Honoring Nina West's 20+ Years of Service to the District and Retirement from SMART on October 16, 2026.

SUMMARY:

The District's first full-time employee retired on October 16, 2026, after decades of service to SMART and the surrounding communities that we serve.

BACKGROUND:

Nina West began her career at SMART in May 2006 as the first permanent full-time District employee. After a brief hiatus, she returned in June 2008 and has been here ever since. Nina has been an integral part of SMART's growth from those humble beginnings to our current status as the premier public transportation provider in the North Bay, from a single employee to nearly two hundred employees, and from neglected & overgrown rail infrastructure to carrying nearly 6,000 passengers each weekday. Nina has served in multiple roles at SMART including Clerk of the Board and her current role as the Administrative Services Specialist for the District's largest Department, Operations. Throughout her career, Nina has demonstrated a commitment to professionalism and made her co-workers feel valued and appreciated. She will truly be missed as the "heart of SMART."

FISCAL IMPACT: None

Sincerely,

/s/

Marc Bader
Chief Operating Officer

Attachment: 1.) Resolution 2026-35

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT

HONORING NINA WEST ON HER RETIREMENT WITH OVER 20 YEARS OF DEDICATED PUBLIC SERVICE EMPLOYMENT WITH THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT.

WHEREAS, Nina West has dedicated over 20 years of exemplary service to the Sonoma-Marín Area Rail Transit District, beginning her career as the very first employee of the Sonoma-Marín Area Rail Transit District; and

WHEREAS, throughout her time with SMART, Nina watched the agency grow, worked with three general managers, numerous board of director members, and welcomed many employees; and

WHEREAS, Nina demonstrated outstanding leadership, professionalism, and an unwavering commitment to the goals and mission of SMART; and

WHEREAS, Nina has been a trusted colleague, mentor, and invaluable presence whose institutional knowledge significantly enhanced the efficiency and success of the District's goals; and

WHEREAS, her work ethic, integrity, infectious positivity, and daily contributions have left an indelible mark on the staff in the Operations Department and the District as a whole; and

WHEREAS, Nina will officially retire from public service on October 16, 2026, to begin a well-deserved next chapter of life.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Sonoma-Marín Area Rail Transit that:

1. **Commendation:** The Board formally extends its deepest gratitude and highest commendation to Nina West for years of meritorious public service.
2. **Well Wishes:** The Board, on behalf of the agency staff, wishes Nina West a long happy, healthy, and fulfilling retirement.

PASSED AND ADOPTED THIS 21ST DAY OF OCTOBER 2026.

Chris Coursey, Chair

Mary Sacket, Vice Chair



AGENDA ITEM 08

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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

October 21, 2026

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

SUBJECT: Receive and discuss the Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

Dear Board Members:

RECOMMENDATIONS:

For Discussion/Informational Purposes Only

SUMMARY:

In early 2022, the SMART Board of Directors and Staff went through an exercise that included a SWOT Analysis and identified the District's strategic objectives (ridership, pathways, extensions, and freight). Since 2022, SMART has taken advantage of the majority of opportunities and made tremendous progress. This progress includes the construction of two new stations and 10 miles of pathways, as well as multiple operational improvements resulting in record ridership. These achievements ultimately resulted in Measure B passing with 74.58% support, extending SMART's ¼ cent sales tax for an additional 30 years.

In August 2026, the SMART Management Team met to review the previous work, discuss changes, and conduct a new SWOT Analysis. This presentation will provide the staff developed strengths, weaknesses, opportunities, and threats for the Board's review, feedback, and direction.

FISCAL IMPACT:

N/A

Sincerely,

/s/
Eddy Cumins
General Manager

Attachment(s): None



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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

October 21, 2026

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

SUBJECT: Update on Healdsburg Station Location Outreach

Dear Board Members:

RECOMMENDATIONS:

Receive and update on Healdsburg station location outreach

SUMMARY:

At the September 2026 SMART Board of Director's meeting, the Board directed staff to initiate a public engagement process regarding the location of the Healdsburg Station. This report provides an update on that effort.

BACKGROUND:

In September 2026, staff presented to the Board regarding prior station location consideration efforts, and a basis for conducting further public outreach to solicit input on the Healdsburg Station. Upon the Board's direction to proceed with the proposed engagement, staff initiated the public engagement process. To date, SMART has presented and gathered feedback at meetings of the Healdsburg City Council, and SMART's Citizen Oversight Committee. A webpage with background information and a public survey was launched. Additionally, SMART has scheduled and publicized the upcoming community meeting scheduled for Thursday, October 22. Furthermore, SMART has responded to various media requests.

Meetings and Presentations

SMART General Manager Eddy Cumins and staff gave a presentation at Healdsburg's City Council meeting on Monday, September 21, 2026. SMART heard the public comment and answered questions from the council.

Webpage

SMART created a webpage with background information, the proposed station location map, and responses to frequently asked questions. The purpose of the webpage is to educate the public on the merits of each station location option and inform them of ways to participate in the outreach opportunities and provide feedback. The webpage is located here:

<https://www.sonomamarintrain.org/HealdsburgStationLocation>

Survey

SMART launched a survey to gather public input and feedback to hear from residents, employees, visitors and stakeholders about their current and

anticipated travel needs and their station location preference. The survey is open through November 30, 2026. The survey is available in English and Spanish. The survey can be accessed on SMART's Healdsburg Station Location webpage and has been shared via SMART's social media platforms and through stakeholders and partners.

Community Meeting

SMART has scheduled and publicized the upcoming Community Meeting taking place in Healdsburg on Thursday, October 22 from 5:30-7:30 PM. The meeting will be held at Healdsburg High School, 1024 Prince Avenue, Healdsburg, California. The meeting will include a presentation and information on the two station options. The public will have opportunities to ask questions of SMART staff. Language interpretation services will be provided to assist attendees.

Media

SMART has also responded to media inquiries for stories published in the Marin Independent Journal, Press Democrat, Healdsburg Tribune, and San Francisco Chronicle.

FISCAL IMPACT:

There is no fiscal impact related to this informational item. Budget included as part of the Marketing and Outreach FY27 budget is available and is being utilized to support the outreach efforts.

NEXT STEPS:

Staff will continue to solicit public input through the survey, website, and community meeting and will return to the Board with an update in November and with the analysis of the survey results and summary of the outreach at the December Board meeting.

Sincerely,

/s/

Zoe Unruh
Planning Manager

Attachment(s): N/A



AGENDA ITEM 10

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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

October 21, 2026

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

SUBJECT: City of Healdsburg Presentation on Station Location

Dear Board Members:

RECOMMENDATIONS:
Informational Item.

SUMMARY:

The City of Healdsburg is providing the SMART Board with a presentation on the City's station location considerations in relation to the City's ongoing planning efforts and development, including planned future development.

BACKGROUND:

None.

FISCAL IMPACT:

There is no fiscal impact related to this informational item.

Sincerely,

/s/

Zoe Unruh
Planning Manager

Attachment(s): N/A



AGENDA ITEM 11

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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

October 21, 2026

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

SUBJECT: Adopt Resolution 2026-36 to Award an Early Works Package Phase II Amendment (CV-DB-25-001-2) for the final design and construction of a portion of the Healdsburg Extension Project to Contract No. CV-DB-25-001 with Stacy and Witbeck/Herzog, A Joint Venture in the amount of \$190,537,469.

Dear Board Members:

RECOMMENDATION:

Adopt Resolution No. 2026-36 authorizing the General Manager to Award an Early Works Package Phase II Amendment (CV-DB-25-001-2) to Contract No. CV-DB-25-001 with Stacy and Witbeck/Herzog, A Joint Venture in the amount of \$190,537,469 to complete final design and construction of civil and systems work from the terminus at Windsor Station (MP 63) to Front Street (MP 67.75) as part of the Healdsburg Extension Project.

SUMMARY:

SMART Staff and the Progressive Design-Build Entity have been advancing the design of the Healdsburg Extension Project, conducting field investigations, and pursuing regulatory permits. This Phase II Amendment No. CV-DB-25-001-2 will authorize final design and construction of civil and systems work from the terminus at Windsor Station (MP 63) to Front Street (MP 67.75).

BACKGROUND:

The Board approved Progressive Design-Build Phase I Agreement No. CV-DB-25-001 with Stacy and Witbeck/Herzog, A Joint Venture (SWH) for the design of the Healdsburg Extension Project on September 17, 2025. The Agreement is for the design up to a 65% level. The Progressive Design-Build contracting model allows the design team, contractor, and owner to develop the design of the Healdsburg Extension with a contractor's eye on constructability and the owner's eye on operational considerations and budget. This contracting method allows the team to align on assumptions and reduce cost risks to the project by aligning the project approach throughout the design process. The contract provides for Phase II work packages to be executed to advance completion of the project.

This Early Works Package 2 (EWP2) Phase II Amendment No. CV-DB-25-001-2 will complete final design work to produce construction documents and construct the track, train control system and pathway between Windsor Station and Front Street in Healdsburg. The work includes procurement of two large railroad steel bridges

that are long lead items involving preparation of detailed shop fabrication drawings, ordering steel, and performing fabrication. The bridges are a through truss style over the Russian River and a through girder style over Old Redwood Highway. In the case over the Russian River, the regulatory agencies are limiting work in the river from June 15th through October 15th. Thus, it is imperative that we advance the work now to make the in-water work windows.

SMART formally requested the Progressive Design-Build Entity to submit a Guaranteed Maximum Price (GMP) for this EWP2. SMART enlisted its Independent Cost Estimator to independently estimate the work concurrently. SMART received the independent cost estimate from its Consultant prior to SWH's submission of their initial GMP. SWH submitted an initial GMP for this work in the amount of \$224,601,234. Using the independent cost estimate as a baseline, SMART opened negotiation with SWH. Following negotiations, SWH submitted a revised GMP of \$190,537,469 for the Phase II Amendment No. CV-DB-25-001-2. SMART evaluated the revised GMP and determined the revised GMP to be fair and reasonable for the work. This GMP includes a lengthened through girder railroad bridge over Old Redwood Highway to accommodate the County of Sonoma's plans to widen the roadway and the County has agreed to pay for the cost of the lengthened bridge in an amount of \$3,950,915. Therefore, the actual cost to SMART for the Phase II Amendment work included is \$186,586,554.

SMART has secured funding for this project from the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA), the State of California, the Metropolitan Transportation Commission (MTC), the Sonoma County Transportation and Climate Authority (SCTCA) and the County of Sonoma. The State of California has provided 73% of the grant funds secured for this project from multiple statewide discretionary grant competitions, including programs where Caltrans nominated this project and submitted the grant request on behalf of SMART. State funds are from Senate Bill 1 (SB1) Solutions for Congested Corridors Program, the SB1 Local Partnership Program and from the Transit and Intercity Rail Capital Program.

Staff recommends adopting Resolution No. 2026-36 authorizing the General Manager to award Early Works Package 2 Phase II Amendment No. CV-DB-25-001-2 to Agreement No. CV-DB-25-001 with Stacy and Witbeck/Herzog, A Joint Venture in the amount of \$190,537,469 to perform final design and construction of civil and systems work from the terminus at Windsor Station (MP 63) to Front Street (MP 67.75) for a new total Agreement amount, inclusive of the Phase I Agreement No. CV-DB-25-001, Phase II Amendment No. CV-DB-25-001-1, and this Phase II Amendment No. CV-DB-25-001-2 of \$213,784,958.39. The term of the Phase II Amendment is until March 31, 2029.

FISCAL IMPACT: A full funding plan has been developed for the project. A budget amendment preceding this item increased the fiscal year funding to plan for costs associated with this work in FY27.

Very truly yours,

/s/

Bill Gamlen, P.E. Chief Engineer

Attachments: 1.) Resolution No. 2026-36
 2.) Phase II Amendment No. CV-DB-25-001-2

*On File with Clerk: 1.) Exhibit G - Federal Wage Determination
2.) Exhibit H – Supplemental Conditions
3.) Exhibit I – General Conditions
4.) Exhibit J – Program Requirements
5.) Exhibit K – Technical Specifications
6.) Exhibit L – Plans

*These items are *available upon request*.

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT APPROVING EARLY WORKS PACKAGE 2 PHASE II AMENDMENT NO. CV-DB-25-001-2 TO THE PROGRESSIVE DESIGN-BUILD CONTRACT NO. CV-DB-25-001 WITH STACY AND WITBECK/HERZOG, A JOINT VENTURE TO COMPLETE FINAL DESIGN AND CONSTRUCTION OF A PORTION OF THE HEALSBURG EXTENSION PROJECT FROM WINDSOR STATION (MP 63) TO FRONT STREET (MP 67.75)

WHEREAS, The Sonoma-Marin Area Rail Transit District (SMART) executed a Progress Design-Build Contract (Contract No. CV-DB-25-001) with Stacy and Witbeck/Herzog, A Joint Venture (Contractor) on September 17, 2025 for Phase I activities consisting of engineering design up to a 65% level; and

WHEREAS, SMART and the Contractor have completed field investigations and prepared preliminary engineering documents; and

WHEREAS, SMART and the Contractor have completed an open-book cost estimation exercise for the completion of final design and construction of the project; and

WHEREAS, SMART and the Contractor have determined that it is necessary to advance an Early Works Package 2 (EWP2) to complete final design and construction of the Healdsburg Extension Project from Windsor Station (MP 63) to Front Street (MP 67.75) in Healdsburg to maintain the project schedule and procure long lead steel bridges; and

WHEREAS, SMART formally requested a Guaranteed Maximum Price (GMP) for this Early Works Package 2 work, Contractor submitted a GMP, and SMART and Contractor successfully negotiated a fair and reasonable price for this Early Works Package Phase II Amendment No. CV-DB-25-001-2 using an open-book cost reconciliation process to complete final design and construction of a portion of the Healdsburg Extension Project from Windsor Station (MP 63) to Front Street (MP 67.75) in Healdsburg; and

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF SMART HEREBY FINDS, DETERMINES, DECLARES, AND ORDERS AS FOLLOWS:

1. The foregoing Recitals are true and correct and are incorporated herein and form and part

of this Resolution.

2. The General Manager is authorized to execute Early Works Package 2 Phase II Amendment No. CV-DB-25-001-2 to Agreement No. CV-DB-25-001 with Stacy and Witbeck/Herzog, A Joint Venture in the amount of \$190,537,469 for a new total Agreement amount, inclusive of the Phase I Agreement No. CV-DB-25-001, Phase II Amendment No. CV-DB-25-001-1, and this Phase II Amendment No. CV-DB-25-001-2 of \$213,784,958.39.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 21st day of October 2026, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Chris Coursey, Chair, Board of Directors
Sonoma-Marín Area Rail Transit District

Kyreen Jorgensen, Clerk of the Board of Directors
Sonoma-Marín Area Rail Transit District

PHASE II AMENDMENT

This Phase II Amendment (“Amendment”), dated as of October 21, 2026 (“Effective Date”) is by and between the Sonoma-Marín Area Rail Transit District, a Special District of the State of California (hereinafter “SMART”), and Stacy and Witbeck/Herzog, A Joint Venture, whose place of business is located at 2800 Harbor Bay Parkway, Alameda, CA 94502 under California Contractor’s License Number 959024 and Department of Industrial Registration Number 1000033290 (hereinafter “Progressive Design-Build Entity” or “PDBE”) (each a “Party” and collectively the “Parties”).

RECITALS

WHEREAS, following the Request for Qualifications (RFQ”) process for the Healdsburg Extension Project (the “Project”), the PDBE and SMART entered into the Phase I Agreement (the “Agreement”) (Agreement No. CV-DB-25-001) effective September 17, 2025, as modified by this Phase II Amendment No. CV-DB-25-001-2, (collectively, the “Progressive Design-Build Contract” or the “Progressive DB Contract”); and

WHEREAS, the Phase I Work includes designing and engineering for the Healdsburg Project (“the Project”) and support for the design and construction of civil, structures, systems, and architectural improvements for the Project; and

WHEREAS, the Phase I Work includes preparation and submittal to SMART of a Guaranteed Maximum Price Proposal (or, “GMP Proposal”) for the Phase II Work described herein; and

WHEREAS, SMART desired to enter into this Phase II Amendment CV-DB-25-001-2 to complete final design and construction of civil and systems work from the terminus at Windsor Station (MP 63) to Front Street (MP 67.75); and

WHEREAS, in accordance with the terms of the Agreement, PDBE submitted, and SMART evaluated, the GMP Proposal for the Phase II Amendment; and

WHEREAS, following evaluation and negotiation of the GMP Proposal for this Phase II Amendment, SMART and PDBE desire to modify Agreement No. CV-DB-25-001 by this Phase II Amendment No. CV-DB-25-001-2; and

NOW, THEREFORE, in consideration of the foregoing recitals, which by this reference are incorporated into this Amendment, and the mutual covenants contained herein, and for good and valuable consideration, the Parties hereto agree as follows:

AGREEMENT

ARTICLE 1. RECITALS

Section 1.01 The above Recitals are true and correct.

ARTICLE 2. LIST OF EXHIBITS

Section 2.01 The following exhibits are attached hereto and incorporated herein:

- (a) Exhibit E: Phase II Scope of Work;
- (b) Exhibit F: GMP Proposal; and
- (c) Exhibit G: Federal Wage Determination; and
- (d) Exhibit H: Supplemental Conditions.
- (e) Exhibit I: General Conditions.
- (f) Exhibit J: Program Requirements.
- (g) Exhibit K: Technical Specifications.
- (h) Exhibit L: Plans.

ARTICLE 3. ENTIRE AGREEMENT

Section 3.01 The Progressive DB Contract includes the Agreement, including all exhibits, modifications, and amendments thereto, and this Amendment, including all exhibits, amendments, and change orders thereto and all provisions required by law to be inserted in the Progressive DB Contract whether actually inserted or not.

Section 3.02 This Amendment, including any exhibits, amendments, and change orders thereto; the Agreement; the Notices to Proceed (“NTP”); and any other documents listed below constitute the entire Progressive DB Contract between the Parties with respect to the subject matter. However, in the event of conflict between the terms of this Amendment and the referenced documents, the conflict shall be resolved in accordance with the following order of precedence:

- (a) This Amendment, including any amendments and change orders thereto, if executed;
- (b) Exhibit C: FRA and DOT Requirements;
- (c) Exhibit E: Phase II Scope of Work;
- (d) Exhibit F: GMP Proposal;
- (e) Exhibit G: Federal Wage Determination;
- (f) Exhibit H: Supplemental Conditions;
- (g) Exhibit I: General Conditions;
- (h) Exhibit J: Program Requirements;

- (i) Exhibit K: Technical Specifications
- (j) Exhibit L: Plans
- (k) SMART Design Criteria Manual, Reissued February 26, 2025;
- (l) The payment and performance bonds;
- (m) Any earlier amendment to the Phase I Agreement No. CV-DB-25-001;
- (n) Phase I Agreement No. CV-DB-25-001;
- (o) The NTPs.

Section 3.03 Notwithstanding the order of precedence set out in the Progressive DB Contract to the extent the GMP Proposal include statements, provisions, or concepts that can reasonably be interpreted as offering to (a) provide higher quality goods or materials than otherwise required by Progressive DB Contract or the other exhibits to the Progressive DB Contract, or (b) perform services or meet standards in addition to or better than otherwise required by the Progressive DB Contract or the other exhibits to the Progressive DB Contract, the PDDBE's obligations under this Progressive DB Contract include compliance with all such statements, provisions, and concepts of the GMP Proposal.

ARTICLE 4. DEFINITIONS

Section 4.01 Initially capitalized terms used throughout this Amendment shall have the meaning set forth in the Agreement and in the Exhibit I General Conditions ("GC") 1.3.

ARTICLE 5. WORK.

Section 5.01 PDDBE shall complete all work specified in Exhibit E – Phase II Scope of Work, in accordance with the Progressive DB Contract.

ARTICLE 6. NOTICES TO SMART.

Section 6.01 SMART has designated **Michael Wiltermood**, Project Manager, to act as SMART's Representative(s), who will represent SMART in performing SMART's duties and responsibilities and exercising SMART's rights and authorities in this Amendment. SMART may change the individual(s) acting as SMART's Representative(s), or delegate one or more specific functions to one or more specific SMART's Representatives, including without limitation engineering, architectural, inspection and general administrative functions, at any time with written notice and without liability to PDDBE. Each SMART Representative is the beneficiary of all PDDBE obligations to SMART, including without limitation, all releases and indemnities.

All notices or demands to SMART under the Contract Documents shall be to SMART's Representative at: 5401 Old Redwood Hwy Suite 200, Petaluma, CA, 94954 or to such other person(s) and address(es) as SMART shall provide to PDDBE.

Project Manager: Michael Wiltermood, P.E.
Phone: 707-285-8188
Email: mwiltermood@sonomamarintrain.org

ARTICLE 7. CONTRACT TERM AND LIQUIDATED DAMAGES.

Section 7.01 Contract Term and Notice to Proceed. The Phase II Work shall be substantially complete (“Substantial Completion”) no later than October 31, 2028 following the issuance of the Notice to Proceed. The PDBE shall have achieved Final Acceptance no later than March 31, 2029 following Substantial Completion.

Section 7.02 The Substantial Completion or Final Acceptance dates may be amended by a Change Order. PDBE shall not do any Phase II Work at the Site prior to issuance of the Amendment NTP. PDBE shall complete the Work so that a Final Inspection Report can be issued.

Section 7.03 Liquidated Damages.

- (a) SMART and PDBE recognize that time is of the essence and that SMART will suffer financial loss, if all or any part of the Phase II Work is not completed by the Substantial Completion or Final Acceptance dates, as set forth in Exhibit H Supplemental Conditions (“SC”) 8.4.1(a), plus any extensions thereof allowed in accordance with the Progressive DB Contract. SMART shall incur damages that are incapable of accurate measurement because of, among other things, the unique nature of the Project and the unavailability of a substitute for it. Such damages include loss of use, enjoyment, and benefit of the Project; injury to the credibility and reputation of SMART’s transportation improvement program with policy makers and with the general public who depend on and expect availability of service on the Project, which injury to credibility and reputation may directly result in loss of ridership on the Project; and additional costs of administering the Progressive DB Contract (including engineering, legal, accounting, overhead, and other administrative costs).
- (b) The Parties intend for the Liquidated Damages identified herein to constitute “liquidated damages” as such term is used in Government Code section 53069.85 to the extent said statute may apply, and to constitute “stipulated damages” to the extent that said statute is not applicable; and the Liquidated Damages do not constitute a penalty.
- (c) Liquidated damages for delay shall only cover Project administrative (such as Project management and consultant expenses) and cost damages suffered by SMART as a result of delay. Liquidated damages shall not cover the cost of completion of the Work, damages resulting from Defective Work, lost revenues, or damages suffered by others who then seek to recover their damages from SMART (for example, delay claims of other contractors, subcontractors, tenants, or other third-parties), and defense costs thereof.

- (d) The liquidated damages shall commence on the Substantial Completion or Final Acceptance date, as applicable, and shall continue to accrue until the actual Substantial Completion or Final Acceptance date, as applicable, or until termination of this Progressive DB Contract. Such liquidated damages shall constitute SMART's sole right to monetary damages for delay to Substantial Completion or Final Acceptance, as applicable.
- (e) The application of liquidated damages under this Section 7.03 shall not: (i) liquidate the PDBE's liability under the indemnification provisions of Article 12 of the Agreement, even though third-party claims against SMART may arise out of the same event, breach, or failure that gives rise to the liquidated damages; or (ii) limit SMART's rights to terminate the Progressive DB Contract under GC 8.8.
- (f) SMART may, from time to time, deduct liquidated damages from any monies due or that may become due the PDBE under the Progressive DB Contract. SMART is not obligated, however, to make such a deduction or to provide notice thereof. If such deducted monies are insufficient to recover the liquidated damages owing, the PDBE or the PDBE's surety or sureties shall pay to SMART any deficiency within 30 days after completion of the Work.

ARTICLE 8. CONTRACT PRICE.

Section 8.01 The Guaranteed Maximum Price (GMP) for the Phase II Work included in this Phase II Amendment is \$190,537,469, which is inclusive of all direct costs, any allowances, indirect costs, and profit.

Section 8.02 SMART will pay PDBE for, and PDBE shall accept payment as per Article 9 below; provided, however, that the sum of the actual cost of the Phase II Work shall not exceed the GMP stated above, or as adjusted from time to time as provided in this Amendment.

Section 8.03 If the cost for completing all Phase II Work is less than the GMP, the PDBE may be entitled to a share of the cost savings pursuant to a mutually agreed upon incentive program.

Section 8.04 If SMART issues a Change Order either increasing or decreasing the GMP during the term of this Phase II Amendment, the General Administrative & Overhead and Fixed Fee ("Profit") shall be equitably adjusted per the terms of the Phase I Agreement, Exhibit B Schedule of Rates.

ARTICLE 9. PAYMENT

Section 9.01 Payment shall be made on a monthly basis for work completed as per the Exhibit F "GMP Proposal".

Section 9.02 PDBE and SMART acknowledge that the GMP contains Allowances. Allowances can only be used for the Allowance Work and up to the Allowance Amount established in the GMP Proposal (*see* Exhibit F). Allocations of Allowance Amounts that

remain unused upon SMART's final acceptance of the project shall be distributed as follows: 50% to SMART and 50% to the PDBE ("Incentive Program").

Section 9.03 Any payments for Allowances under this Amendment are subject to the terms of this Article 9. Before PDBE performs any Allowance Work, PDBE shall submit an itemized written estimate for work being claimed under the Allowance to SMART for review and written approval.

Section 9.04 Each Allowance Amount shall be adjusted to the actual amount paid by PDBE for the Allowance Work performed; provided, however, that the Allowance Amount shall not be overrun. If the accepted payments under the applicable Allowance reach 75% of the Allowance Amount and PDBE anticipates that known Allowance Work will exceed the Allowance Amount, PDBE shall notify SMART that additional quantities of the Allowance Work will be required, and submit a proposed cost to complete the Allowance Work in excess of the applicable Allowance Amount. If SMART agrees, a Change Order will be issued to PDBE revising the Allowance Amount and the GMP. No payment will be made for an Allowance after expenditure of 100% of the Allowance Amount without a Change Order.

ARTICLE 10. PDBE REPRESENTATIONS.

Section 10.01 In order to induce SMART to enter into this Phase II Amendment, PDBE makes the following representations and warranties:

- (a) PDBE has visited the Site and has examined thoroughly and understood the nature and extent of the Progressive DB Contract, Phase II Work, Site, locality, actual conditions, as-built conditions, all local conditions, and all federal, state and local laws and regulations that in any manner may affect cost, progress, performance, or furnishing of Phase II Work or which relate to any aspect of the means, methods, techniques, sequences, or procedures of construction to be employed by PDBE and safety precautions and programs incident thereto and as needed to evaluate and assess all pertinent existing conditions applicable to the Work, and is satisfied as to its ability and intention to conduct and complete the Work required in the GMP Proposal on the terms and conditions stated in the Progressive DB Contract. In particular, the PDBE certifies that it has reviewed the requirements for the format and detail of records to be maintained at all times during the performance of Work, and that it has instituted or will implement the preparation and maintenance of all such records.
- (b) PDBE has examined thoroughly and understood all reports of exploration and tests of subsurface conditions, as-built drawings, drawings, products specifications or reports of physical conditions, including Underground Facilities, or which may appear in the Drawings. PDBE accepts the determination set forth in this Amendment, inclusive of all exhibits, of the limited extent of the information contained in such materials upon which PDBE may be entitled to rely. PDBE agrees that, except for the information so identified, PDBE does not and shall not rely on any other information contained in such reports and drawings.

- (c) PDBE has conducted or obtained and has understood all such examinations, investigations, explorations, tests, reports and studies (in addition to or to supplement those referred to in the Phase I Agreement) that pertain to the subsurface conditions, as-built conditions, Underground Facilities and all other physical conditions at or contiguous to the Site or otherwise that may affect the cost, progress, performance or furnishing of the Phase II Work, as PDBE considers necessary for the performance or furnishing of the Phase II Work at the GMP, within the Contract Time and in accordance with the other terms and conditions of the Progressive DB Contract and no additional examinations, investigations, explorations, tests, reports, studies or similar information or data are or will be required by PDBE for such purposes.
- (d) PDBE has correlated its knowledge and the results of all such observations, examinations, investigations, explorations, tests, reports and studies with the terms and conditions of the Progressive DB Contract.
- (e) PDBE has given SMART prompt written notice of all conflicts, errors, ambiguities, or discrepancies that it has discovered in or among the Progressive DB Contract and as-built drawings and actual conditions and the written resolution thereof through amendments or change orders issued by SMART is acceptable to PDBE.
- (f) PDBE is duly organized, existing and in good standing under applicable state law, and is duly qualified to conduct business in the State of California.
- (g) PDBE has duly authorized the execution, delivery and performance of this Amendment, the other documents included in the Progressive DB Contract, and the Phase II Work to be performed herein. Further, the PDBE represents and warrants that the Progressive DB Contract does not violate or create a default under any instrument, agreement, order or decree binding on PDBE.

Section 10.02 PDBE has listed the following Subcontractors pursuant to the Subcontractor Listing Law, California Public Contract Code §4100 *et seq.*:

Subcontractor Name & Physical Location	Description of Work: Reference to GMP Proposal Items	Contractor's License No.	California Department of Industrial Relations Registration Number
Alhborn Fence & Steel, Inc 1230 Century Court Santa Rosa CA 95403	Guideway Fencing and Gates	793504	1000001160
Cinquini & Passarino 1360 North Dutton Avenue, Suite 150 Santa Rosa, CA 95401	Surveying	N/A	1000003267
Foundation Constructors, Inc. 81 Big Break Rd. Oakley, CA 94561	Russian River Piledriving and cofferdam installation/removal	270761	1000005585
Ghilotti Bros., Inc. 525 Jacoby Street San Rafael, CA 94901	Grade Crossing Civil Demo, Earthwork, and Reconstruction	132128	1000001037

Subcontractor Name & Physical Location	Description of Work: Reference to GMP Proposal Items	Contractor's License No.	California Department of Industrial Relations Registration Number
Ghilotti Construction Company, Inc. 246 Ghilotti Avenue Santa Rosa, CA 95407	Guideway earthwork, including retaining walls between NMP and SMART tracks, and selected drainage culverts, NMP grading and paving	644515	1000003044
KWH Constructors 1105 12th Ave NW, Suite A-1A Issaquah, WA 98027	Steel Railroad Bridge Superstructure (Russian River, Old Redwood Highway, Sargent)	1106715	2000006423
Mike Brown Electric Co. 561A Mercantile Dr. Cotati, CA 94931	Electric powerdrops, NMP lighting, Traffic Signals/Street Lights	306767	1000000469
Modern Railway Systems 8201 Southpark Lane, Ste. 200 Littleton, CO 80120	Train Control and Grade Crossing Warning System design and construction	968510	1000036133
Silverado Contractors, Inc. 2200 Powell Street, Suite 800 Emeryville, CA 94608	Russian River and Old Redwood Highway Bridge Demolition	782547	1000006758

Section 10.03 PDBE has designated **Nick Slama**, Project Manager, to act as PDBE's Representative(s), who will represent PDBE in performing PDBE's duties and responsibilities and exercising PDBE's rights and authorities under this Amendment. PDBE may change the individual(s) acting as PDBE's Representative(s), or delegate one or more specific functions to one or more specific PDBE's Representatives, at any time upon prior written notice and approval and without liability to SMART, but PDBE is limited to two representatives.

Project Manager: Nick Slama

Phone: 510-393-2520

Email: nslama@stacywitbeck.com

Superintendent:

Don Feht

Phone:

707-866-1398

Email:

dfeht@stacywitbeck.com

ARTICLE 11. INSURANCE.

Section 11.01 PDBE shall procure and maintain for the duration of this Amendment insurance against all claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Phase II Work hereunder by PDBE, its agents, representatives, employees, or subcontractors with limits and deductibles specified below:

- (a) Workers Compensation and Employer's Liability Insurance. Workers' Compensation as required by the State of California, with Statutory Limits, and Employer's Liability insurance with limit of no less than \$1,000,000 per accident for bodily injury or disease.

- (b) Commercial General Liability Insurance. Commercial General Liability insurance covering products-completed and ongoing operations, property damage, bodily injury and personal injury using an occurrence policy form, in an amount no less than \$10,000,000 per occurrence. Said insurance shall remain in effect for five (5) years after Final Completion and acceptance of the final payment for the Work, contractual liability, and coverage for explosion, collapse, and underground hazards.

Said policy shall include a Railroads CG 24 17 endorsement removing the exclusion of coverage, if applicable, for bodily injury or property damage arising out of operations within 50 feet of any railroad property and affecting any railroad bridge, trestle, tracks, roadbeds, tunnel, underpass or crossing.

- (c) Umbrella Liability Insurance. Umbrella/excess insurance coverage shall be at least as broad as the underlying primary commercial general liability policy and also include excess coverage for any automobile liability and employer's liability exposures. Limits of liability dedicated to the Project shall be \$65,000,000 for each occurrence, \$65,000,000 annual general aggregate, and \$65,000,000 products completed operations aggregate, excess of the primary \$10,000,000 per occurrence limits for commercial general liability insurance. Defense expenses shall be in addition to the limits of liability. The PDBE is responsible for payment of all deductibles or self-insured retentions. The policy shall name the Sonoma-Marin Area Rail Transit District (SMART) and other entities designated by SMART as additional insured.
- (d) Automobile Insurance. Automobile Liability insurance covering bodily injury and property damage in an amount no less than \$10,000,000 combined single limit for each occurrence. Said insurance shall include coverage for owned, hired, and non-owned vehicles.

Said policy shall also include a CA 20 70 10 13 endorsement removing the exclusion of coverage for bodily injury or property damage arising out of operations within 50 feet of any railroad bridge, trestle, track, roadbeds, tunnel, underpass or crossing.

- (e) Professional Liability Errors & Omissions Insurance. Professional Liability insurance covering liability arising out of any negligent act, error or omission in performance of design or engineering services for the Project in an amount no less than \$10,000,000 per occurrence or claim. If the PDBE provides Design Professional Services in-house, PDBE's professional liability insurance or the equivalent is required. If any Design Professional Services are furnished by a Subcontractor, the Subcontractor shall be required to provide professional liability coverage.

The Policy shall include, or be endorsed to include, ***property damage liability coverage*** for damage to, alteration of, loss of, or destruction of electronic data and/or information "property" of SMART in the care, custody, or control of the PDBE. If not covered under the PDBE's liability policy, such "property" coverage of SMART may be endorsed onto the PDBE's Cyber Liability Policy or Technology E&O policy as covered property.

Cyber Liability coverage in an amount sufficient to cover the full replacement value of damage to, alteration of, loss of, or destruction of electronic data and/or information “property” of SMART that will be in the care, custody, or control of PDBE.

The Insurance obligations under this agreement shall be the greater of 1—all the Insurance coverage and limits carried by or available to the PDBE; or 2—the minimum Insurance requirements shown in this agreement. Any insurance proceeds in excess of the specified limits and coverage required, which are applicable to a given loss, shall be available to SMART. No representation is made that the minimum Insurance requirements of this agreement are sufficient to cover the indemnity or other obligations of the PDBE under this agreement.

- (f) Contractor’s Pollution Liability Insurance. PDBE’s Pollution Liability Insurance in an amount no less than \$5,000,000 per occurrence or claim. The PDBE’s Pollution Liability policy shall be written on an occurrence basis with coverage for bodily injury, property damage and environmental damage, including cleanup costs arising out of third-party claims, for pollution conditions, and including claims of environmental authorities, for the release of pollutants caused by construction activities related to this Amendment. Coverage shall include the PDBE as the named insured and shall include coverage for acts by others for whom the PDBE is legally responsible.

Coverage to be provided for bodily injury to or destruction of tangible property, including the resulting loss of use thereof, loss of use of tangible property that has been physically injured, and natural resource damage. There shall be no exclusions or limitations regarding damages or injury from existence, removal or abatement of lead paint. There shall be no insured vs. insured exclusion in the policy.

- (g) Railroad Protective Liability Insurance. Prior to commencement of construction activities, PDBE shall procure and maintain Railroad Protective Liability insurance, in SMART’s name, with limits of liability of no less than \$5,000,000 per occurrence, for losses arising out of injury to or death of all persons, and for physical loss or damage to or destruction of property, including the loss of use thereof. The additional named insureds shall be the Sonoma-Marin Area Rail District.
- (h) Drone Liability (aka Aviation Liability Insurance). This applies if any drones will be used during the performance of any work. On an “occurrence” basis, including products and completed operations, property damage, bodily injury with limits no less than \$1,000,000 per occurrence, and \$2,000,000 in the aggregate. This coverage may also be provided by endorsement to a General Liability policy.
- (i) Builder’s Risk Insurance. Builder’s risk covering all risks of direct physical loss of or damage to property (including additional perils of flood, earthquake and collapse) with a limit of \$50,000,000. Coverage shall apply to all materials, supplies, and equipment that are consumed on or intended for specific installation in the Project while such materials, supplies, and equipment are located at

the Project site(s). Coverage for transit and storage away from the Project site(s) shall be covered as appropriate. Such coverage shall name SMART as a loss payee as their interest may appear.

- (j) Valuable Papers Liability Insurance. Valuable Papers Liability Insurance shall be provided to assure the restoration of any plans, drawings, computations, field notes, or other similar data relating to the Work or the Project in the event of loss of destruction. Minimum limits of \$250,000 per loss.

Section 11.02 Endorsements. Prior to commencing work, PDBE shall file Certificate(s) of Insurance with SMART evidencing the required coverage and endorsement(s) and, upon request, a certified duplicate original of any of those policies. Said endorsements and Certificate(s) of Insurance shall stipulate:

- (a) SMART, its officers, officials, employees, and volunteers are to be covered as additional insureds on all policies and more specifically shall be named as additional insured on the Commercial General Liability policy with respect to liability arising out of work or operations performed by or on behalf of the PDBE including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by or on behalf of the PDBE. General liability coverage can be provided in the form of an endorsement to the PDBE's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 forms if later revisions used)".
- (b) That the policy(ies) is Primary Insurance and the insurance company(ies) providing such policy(ies) shall be liable thereunder for the full amount of any loss or claim for which PDBE is liable, up to and including the total limit of liability, without right of contribution from any other insurance effected or which may be effected by the Insureds.
- (c) Inclusion of the Insureds as additional insureds shall not in any way affect its rights either as respects any claim, demand, suit or judgment made, brought or recovered against PDBE. Said policy shall protect PDBE and the Insureds in the same manner as though a separate policy had been issued to each, but nothing in said policy shall operate to increase the insurance company's liability as set forth in its policy beyond the amount or amounts shown or to which the insurance company would have been liable if only one interest had been named as an insured.
- (d) PDBE hereby grants to SMART a waiver of any right to subrogation which any insurer of said PDBE may acquire against SMART by virtue of the payment of any loss under such insurance. PDBE agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not SMART has received a waiver of subrogation endorsement from the insurer.
- (e) The insurance policy(ies) shall be written by an insurance company or companies acceptable to SMART. The insurance underwriter(s) for all insurance policies shall

have an A.M. Best Company rating of A VII or better. Such insurance company shall be authorized to transact business in the state of California. Required minimum amounts of insurance may be increased should conditions of Work, in opinion of SMART, warrant such increase. PDDBE shall increase required insurance amounts upon direction by SMART.

Section 11.03 Deductibles and Retentions. PDDBE shall be responsible for payment of any insurance premiums, including any charges for required waivers of subrogation or the endorsement of additional insured. PDDBE shall also be responsible for the payment of all deductibles or retention on PDDBE's policies without right of contribution from SMART.

Section 11.04 Subcontractor Responsibility. PDDBE shall require and verify that its subcontractors maintain insurance appropriate to their scope of work. PDDBE shall ensure SMART, its officers, employees, and volunteers are named as additional insured on insurance required from subcontractors.

Section 11.05 Claims Made Coverage. If any insurance specified above is written on a claims-made coverage form, PDDBE shall:

- (a) Ensure that the retroactive date is shown on the policy, and such date must be before the date of this Amendment or beginning of any Phase II Work;
- (b) Maintain and provide evidence of similar insurance for at least three (3) years following Phase II Work completion, including the requirement of adding all additional insureds; and
- (c) If insurance is cancelled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of this Amendment, PDDBE shall purchase "extending reporting" coverage for a minimum of three (3) years after completion of the Phase II Work.

Section 11.06 Documentation. The following documentation shall be submitted to SMART:

- (a) Properly executed Certificates of Insurance clearly evidencing all coverages and limits required above. Said Certificates of Insurance shall be submitted prior to the execution of this Amendment. At SMART's request, PDDBE shall provide certified copies of the policies that correspond to the policies listed on the Certificates of Insurance. PDDBE agrees to maintain current Certificates of Insurance evidencing the above-required coverages and limits on file with SMART for the duration of this Amendment.
- (b) Copies of properly executed endorsements required above for each policy. Said endorsement copies shall be submitted prior to the execution of this Amendment. PDDBE agrees to maintain current endorsements evidencing the above-specified requirements on file with SMART for the duration of this Amendment.
- (c) After the Amendment has been signed, signed Certificates of Insurance shall be submitted for any renewal or replacement of a policy that already exists, at least ten

(10) days before expiration or other termination of the existing policy.

All email all renewal certificates of insurance and corresponding policy documents shall be emailed to InsuranceRenewals@sonomamarintrain.org.

Section 11.07 Policy Obligations. PDDBE's indemnity and other obligations shall not be limited by the foregoing insurance requirements.

Section 11.08 Material Breach. If PDDBE, for any reason, fails to maintain insurance coverage, which is required pursuant to this Amendment, the same shall be deemed a material breach of this Amendment. SMART, in its sole option, may terminate this Amendment and/or the entire Progressive DB Contract and obtain damages from PDDBE resulting from said breach. Alternatively, SMART may purchase such required insurance coverage, and without further notice to PDDBE, SMART may deduct from sums due to PDDBE any premium costs advanced by SMART for such insurance. These remedies shall be in addition to any other remedies available to SMART.

Section 11.09 Notice of Cancellation. Each insurance policy required above shall provide that coverage shall not be cancelled, except with notice to SMART.

ARTICLE 12. MISCELLANEOUS.

Section 12.01 Assignment of Rights to Awarding Body. In entering into a public works contract or a subcontract to supply goods, services or materials pursuant to a public works contract, PDDBE or Subcontractor offers and agrees to assign to the awarding body all rights, title and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. §15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, services or materials pursuant to the public works contract or the subcontract. This assignment shall be made and become effective at the time SMART tenders final payment to PDDBE, without further acknowledgment by the Parties.

Section 12.02 California Air Resources Board ("CARB") In-Use Off-Road Diesel-Fueled Fleets Certification of Compliance. PDDBE shall comply, and shall ensure all contractors and subcontractors comply, with all applicable requirements of the most current version of the regulations imposed by California Air Resources Board ("CARB") including, without limitation, all applicable terms of Title 13, California Code of Regulations Division 3, Chapter 9 and all pending amendments (the "Regulation"). Throughout the Progressive DB Contract, and for three (3) years thereafter, PDDBE shall make available for inspection and copying any and all documents or information associated with PDDBE's and its contractors' and subcontractors' fleets including, without limitation, the Certificates of Reported Compliance ("CRCs"), fuel/refueling records, maintenance records, emissions records, and any other information PDDBE is required to produce, keep, or maintain pursuant to the Regulation upon two (2) calendar days' notice from SMART. PDDBE shall be solely liable for any and all costs associated with compliance with the Regulation as well as for any and all penalties, fines, damages, or costs associated with any and all violations, or failures to comply with the Regulation.

Section 12.03 Claims Procedures. PD BE accepts the claims procedure established in the General Conditions, as established under Section 930.2 of the California Government Code.

IN WITNESS WHEREOF, the parties hereto have executed this Phase II Amendment as of the Effective Date.

PDBE: STACY AND WITBECK/HERZOG, A JOINT VENTURE

By: _____
Kurt Kniffin, Authorized PDBE Representative

Date: _____

SONOMA-MARIN AREA RAIL TRANSIT (SMART)

By: _____
Eddy Cumins, General Manager

Date: _____

**CERTIFICATES OF INSURANCE ON FILE WITH AND
APPROVED AS TO SUBSTANCE FOR SMART:**

By: _____
Ken Hendricks, Procurement and Contracts Manager

Date: _____

APPROVED AS TO FORM FOR SMART:

By: _____
District Counsel

Date: _____

EXHIBIT E
PHASE II SCOPE OF WORK

The Scope of Work is detailed in Exhibit J “Program Requirements”, as supplemented by the Exhibits outlined in Article 2 “List of Exhibits”.

EXHIBIT F - GMP PROPOSAL



Bid Item Table - Phase II Amendment - CV-DB-25-001-2

Bid Item #		Bid Item Description	Amount	General Administrative & Overhead		Fixed Fee	Total Line Item
1		Maintenance of Traffic 2A (MOT)	\$ 1,013,654	\$ 94,067	\$ 60,819	\$ 1,168,541	
2		Environmental Controls - Phase 2A (ENVIRO)	\$ 2,716,676	\$ 252,108	\$ 163,001	\$ 3,131,784	
3		Corridor-Wide Demolition - Phase 2A (DEMO)	\$ 8,335,541	\$ 773,538	\$ 500,132	\$ 9,609,212	
4		Earthwork Guideway/NMP - Phase 2A (EARTH)	\$ 3,916,836	\$ 363,482	\$ 235,010	\$ 4,515,329	
5		Drainage - Phase 2A (DRAIN)	\$ 3,314,113	\$ 307,550	\$ 198,847	\$ 3,820,510	
6		Utilities - Phase 2A (UTIL)	\$ 728,982	\$ 67,650	\$ 43,739	\$ 840,370	
7		Trackwork - Phase 2A (TRACK)	\$ 14,028,028	\$ 1,301,801	\$ 841,682	\$ 16,171,510	
8		Non-Motorized Path - Phase 2A (NMP)	\$ 4,066,686	\$ 377,388	\$ 244,001	\$ 4,688,075	
9		Bridges - Phase 2A (BRIDGES)	\$ 63,322,260	\$ 5,876,306	\$ 3,799,336	\$ 72,997,901	
10		Walls - Phase 2A (WALLS)	\$ 9,820,996	\$ 911,388	\$ 589,260	\$ 11,321,644	
11		Grade Crossings - Phase 2A (XINGS)	\$ 5,325,773	\$ 494,232	\$ 319,546	\$ 6,139,551	
12		Guideway Fencing/Signage - Phase 2A (GUIDESIGN)	\$ 4,715,677	\$ 437,615	\$ 282,941	\$ 5,436,232	
13		Systems - Phase 2A (SYS)	\$ 18,556,141	\$ 1,722,010	\$ 1,113,368	\$ 21,391,519	
14		Civil For Systems - Phase 2A (SYS CIVIL)	\$ 4,688,040	\$ 435,050	\$ 281,282	\$ 5,404,373	
15		Design Advancement 65% TO 95% (ALL - Windsor to Front)	\$ 11,089,096	\$ 1,029,068	\$ 665,346	\$ 12,783,510	
16		Design Advancement to IFC (Windsor to Front St)	\$ 3,413,599	\$ 316,782	\$ 204,816	\$ 3,935,197	
17		Design Services During Construction (Windsor to Front St)	\$ 2,977,281	\$ 276,292	\$ 178,637	\$ 3,432,210	
						Subtotal \$ 186,787,469	
						Allowance \$ 3,750,000	
Phase II Amendment CV-DB-25-001-2 - Guaranteed Maximum Price:						\$ 190,537,469	

Nick Slama, PDBE Representative

10/14/2026

Prepared By

Date Prepared



Signature



EXHIBIT G

FEDERAL WAGE DETERMINATION

FOR

EARLY WORKS PACKAGE
PHASE II AMENDMENT
NO. CV-DB-25-001-2

FOR

WINDSOR STATION (MP 63)
TO
FRONT STREET (MP 67.75)

AGREEMENT NO. CV-DB-25-001

*DESIGN AND CONSTRUCTION OF CIVIL, STRUCTURES,
SYSTEMS, AND ARCHITECTURAL IMPROVEMENTS*

HEALDSBURG EXTENSION PROJECT

ON FILE WITH CLERK OF THE BOARD



EXHIBIT H

SUPPLEMENTAL CONDITIONS

FOR

EARLY WORKS PACKAGE
PHASE II AMENDMENT
NO. CV-DB-25-001-2

FOR

WINDSOR STATION (MP 63)
TO
FRONT STREET (MP 67.75)

AGREEMENT NO. CV-DB-25-001

*DESIGN AND CONSTRUCTION OF CIVIL, STRUCTURES,
SYSTEMS, AND ARCHITECTURAL IMPROVEMENTS*

HEALDSBURG EXTENSION PROJECT

ON FILE WITH CLERK OF THE BOARD



EXHIBIT I

GENERAL CONDITIONS

FOR

EARLY WORKS PACKAGE
PHASE II AMENDMENT
NO. CV-DB-25-001-2

FOR

WINDSOR STATION (MP 63)
TO
FRONT STREET (MP 67.75)

AGREEMENT NO. CV-DB-25-001

*DESIGN AND CONSTRUCTION OF CIVIL, STRUCTURES,
SYSTEMS, AND ARCHITECTURAL IMPROVEMENTS*

HEALDSBURG EXTENSION PROJECT

ON FILE WITH CLERK OF THE BOARD



EXHIBIT J

PROGRAM REQUIREMENTS

FOR

EARLY WORKS PACKAGE
PHASE II AMENDMENT
NO. CV-DB-25-001-2

FOR

WINDSOR STATION (MP 63)
TO
FRONT STREET (MP 67.75)

AGREEMENT NO. CV-DB-25-001

*DESIGN AND CONSTRUCTION OF CIVIL, STRUCTURES,
SYSTEMS, AND ARCHITECTURAL IMPROVEMENTS*

HEALDSBURG EXTENSION PROJECT

ON FILE WITH CLERK OF THE BOARD



EXHIBIT K

TECHNICAL SPECIFICATIONS

FOR

EARLY WORKS PACKAGE
PHASE II AMENDMENT
NO. CV-DB-25-001-2

FOR

WINDSOR STATION (MP 63)
TO
FRONT STREET (MP 67.75)

AGREEMENT NO. CV-DB-25-001

*DESIGN AND CONSTRUCTION OF CIVIL, STRUCTURES,
SYSTEMS, AND ARCHITECTURAL IMPROVEMENTS*

HEALDSBURG EXTENSION PROJECT

ON FILE WITH CLERK OF THE BOARD



EXHIBIT L

PLANS

FOR

EARLY WORKS PACKAGE
PHASE II AMENDMENT
NO. CV-DB-25-001-2

FOR

WINDSOR STATION (MP 63)
TO
FRONT STREET (MP 67.75)

AGREEMENT NO. CV-DB-25-001

*DESIGN AND CONSTRUCTION OF CIVIL, STRUCTURES,
SYSTEMS, AND ARCHITECTURAL IMPROVEMENTS*

HEALDSBURG EXTENSION PROJECT

ON FILE WITH CLERK OF THE BOARD