



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

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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

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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.

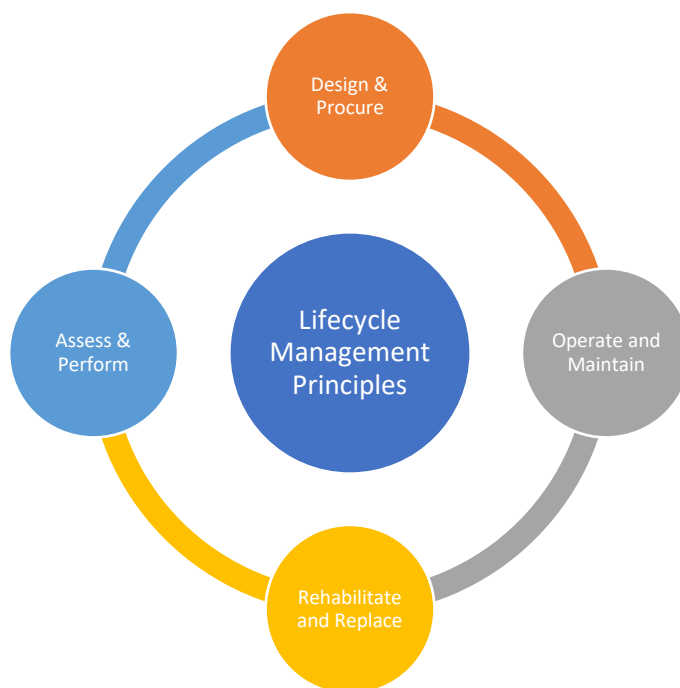
Figure 4: Roles and Responsibilities

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

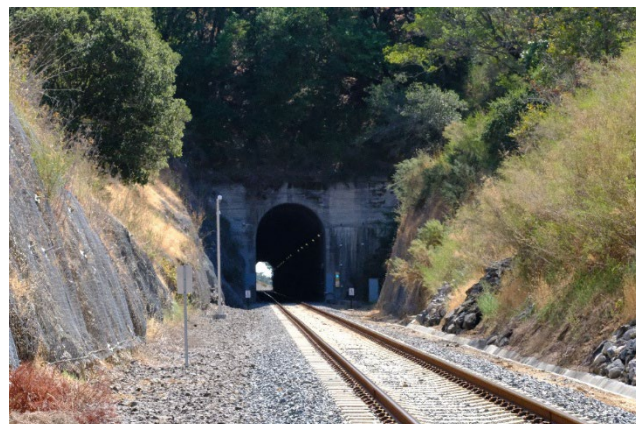
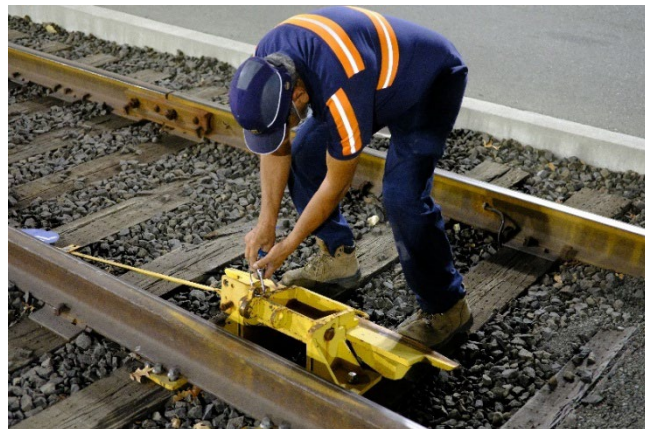
SMART has grouped infrastructure into the following classes: Bridges, Culverts, Tunnels, Crossings, Control Points, Switches/Electric Locks, Central Instrument Locations, and Track.

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

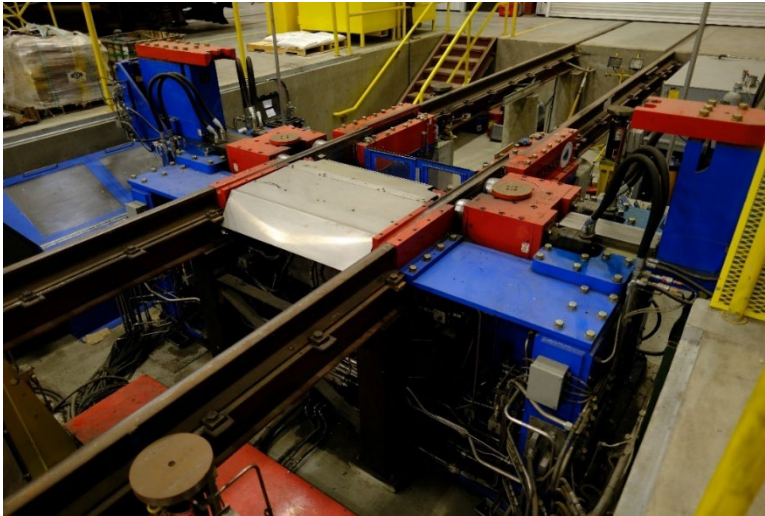
Equipment	Date Placed in Service
Clipper Vending Machine (12)	2017
Clipper Vending Machine (3)	2019
Clipper Vending Machine (2)	2025

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, likely belonging to the General Manager, is written over the signature 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

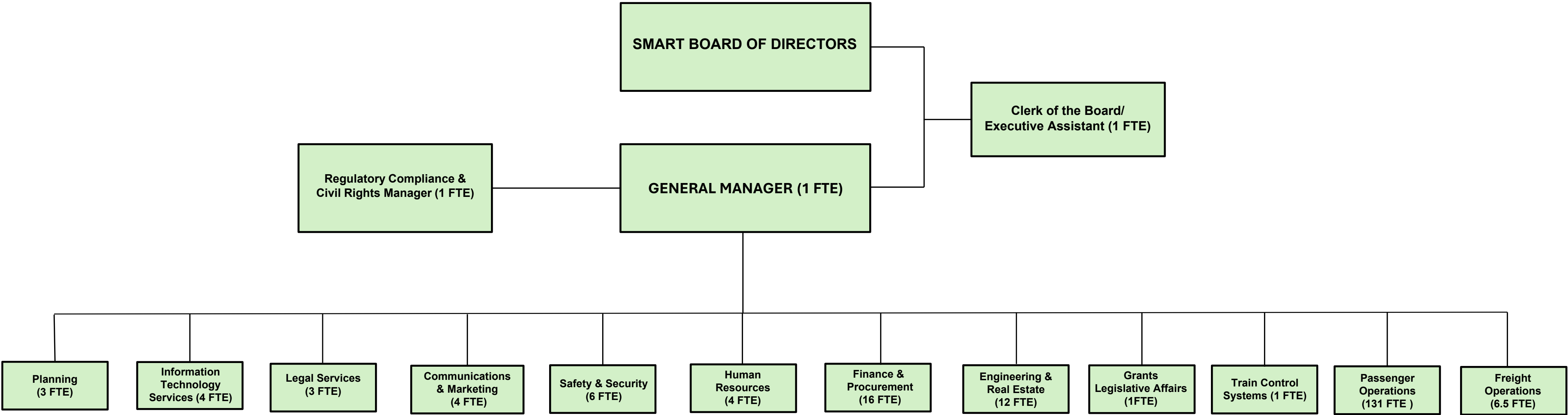
V. REFERENCES

- 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